Expanded Transit Access, Through Capital Bikeshare

Applicant:
City of Falls Church

Proposed Opening Date:
March 1, 2017

Description:
This project will provide additional access to the East Falls Church Metrorail station by providing operating assistance for up to 16 bikeshare stations along N Washington Street and S Washington Street (Route 29), W Broad Street (Route 7), and the W&OD Trail in the City of Falls Church. With the opening of Metrorail Silver Line service, the East Falls Church Metrorail station became a hub station for Metrorail. As a hub station, it allows for travel in three directions, including one-stop trips to Tysons Corner and the Rosslyn-Ballston Corridor. Additionally, the station is a connection point for commuter buses. A first-mile/last-mile solution, bikeshare in Falls Church will enable City of Falls Church residents to access the regional transit network. Bikeshare also will enable City of Falls Church workers to access the city using the regional transit network.

The city is designated as a regional activity center and has recently been a focus of infill development. Without viable travel alternatives, new city residents and workers will have little choice but to add to the automobile congestion on the already crowded regional highway network. Expanding the regional bikeshare network and extending the catchment area of transit stations will increase travel options and reduce pressure on the regional highway system.

The project application will support three years of operating and maintenance costs associated with 16 new Capital Bikeshare stations in the city. The stations are proposed to be purchased and installed as part of a different funding program.
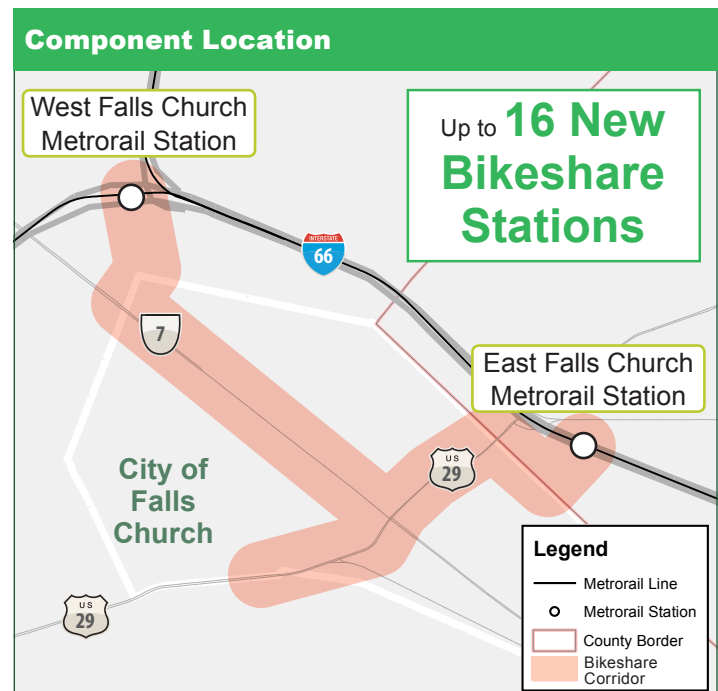
Multimodal Transportation Improvement Type:

Access to Transit

Benefit to Tollpayers:
This project component benefits the toll payers by reducing congestion on I-66 inside the Beltway. The component increases connections and access to Metrorail stations along the I-66 corridor. The increased connections will allow more people to travel by transit, thereby reducing vehicle demand and congestion on I-66 inside the Beltway.

Documented in:
City of Falls Church Planning/Safety Study
City of Falls Church Master Bike Plan

Component Location

West Falls Church Metrorail Station

Interstate 66

7

Up to **16 New Bikeshare Stations**

East Falls Church Metrorail Station

US 29

City of Falls Church

US 29

Legend
— Metrorail Line
○ Metrorail Station
▢ County Border
▨ Bikeshare Corridor

Benefit Evaluation:

Evaluation Criteria	Weighted Benefit Score
Person Throughput (up to 45 points)	
Project will increase the corridor's peak period, peak direction throughput by supporting transportation choice.	**15**
Peak Period Travel Time (up to 15 points)	
Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person.	**15**
Connectivity (up to 15 points)	
Project provides new modal connections and/or further promotes transportation choice.	**15**
Accessibility (up to 15 points)	
Project addresses, improves, or enhances "first/last mile" travel between home/employment locations and transit or carpool/vanpool facilities.	**15**
Diversion Mitigation (up to 10 points)	
Project provides operational or geometric changes along a roadway in the corridor that may be used by trips that are diverted from I-66 due to tolling or HOV restrictions.	**N/A**
Total Component Benefit Score	**60**

Cost Evaluation:

Total Project Cost	$	**2,854,880**
Funding Request*	$	**500,000**
Percent of Project Costs Requested*		**18%**
Cost Effectiveness Score* *(Total Component Benefit Score/Funding Request)*		**120**

Additional Information:

Locating bikeshare stations throughout the central portion of the City of Falls Church and along corridors toward Orange Line Metrorail stations will allow for those commuting to or from Falls Church to use bikeshare as a first-mile/last-mile connection mode to access Metrorail and bus routes.

The Transform 66 Multimodal Project is done in conjunction with:

*Reflects change in funding request from original application.

The information contained on these summary sheets is draft and subject to change pending further review.

June 2, 2016