

TRANSFORM66: OUTSIDE THE BELTWAY

Concession Fee Project Eligibility

*Required Entry

PART 1 GENERAL INFORMATION

1.1 Applicant Information

Please indicate the jurisdiction or agency that is submitting this project application. If a project is being submitted by two or more jurisdictions or agencies, please indicate both the lead and partner applicant(s).

a. *Submitting/Lead Jurisdiction or Agency: Fairfax County
b. Partner Jurisdiction or Agency:

1.2 Point of Contact Information

Please indicate the point(s) of contact for this project.

Primary Project Contact

c. Name: Tom Biesiadny
d. Job Title: Director, Fairfax County Department of Transportation
e. Phone Number: (703) 877-5663
f. Email Address: tom.biesiadny@fairfaxcounty.gov

Secondary Project Contact

g. Name: Sung Shin
h. Job Title: Senior Transportation Planner, Fairfax County Department of Transportation
i. Phone Number: (703) 877-5753
j. Email Address: sung.shin@fairfaxcounty.gov

PART 2 PROJECT INFORMATION

2.1 Project Background

Please provide relevant background information about the project. This information may be used in outreach material shared with the public.

Provide relevant and specific project information for your project type.

- Roadway projects: include project limits, changes to number or use of lanes, any changes to traffic control systems, and complimentary bicycle/pedestrian improvements
- Bike/Pedestrian projects: include geographic area served, specific improvements or amenities considered, and magnitude of travel impacts
- Transit projects: include service route, operating schedule frequency, stops/station locations, and station access information
- TDM projects: include program details with anticipated nature and magnitude of travel impacts
- ITS projects: include details about operation, communication, and magnitude of travel impacts

***Required Entry**

a. * Title/Name: Lee Highway Pedestrian Improvements
b. * Project Type (select <u>all</u> that apply): <input type="checkbox"/> Roadway <input checked="" type="checkbox"/> Bicycle/Pedestrian <input type="checkbox"/> Transit <input type="checkbox"/> Transportation Demand Management (TDM) <input type="checkbox"/> Intelligent Transportation System (ITS) <input type="checkbox"/> Other:
c. * Location: Lee Highway (Fairfax County)
d. Terminal Points (if applicable): Start: Nutley Street End: Vaden Drive
e. * Opening/Implementation Date: Late 2021
f. * Detailed Description: Completion of missing segments of the pedestrian walkway on the south side of Lee Highway from Nutley Street to Vaden Drive. Missing pedestrian walkway segments consist of approximately 450 ft just east of Vaden Drive and also approximately 200 ft west of Nutley Street.
g. Short description: Completion of missing segments of the pedestrian walkway on the south side of Lee Highway from Nutley Street to Vaden Drive.
h. * How does the project benefit the users of I-66 Express Lanes Outside the Beltway: Project would complete the missing gaps in bike and pedestrian network along Lee Highway, providing improved access to the Vienna Metrorail Station, the Cross County Trail, and other amenities. Improving access to the Vienna Metrorail Station, this project will provide greater access to the existing bus service and new I-66 Transit Service that is a component of the Transform 66 Multimodal Improvements. This project will allow more commuters to make trips by bike and transit instead of car, which will could improve mobility not just on I-66, but also on the parallel facilities of Lee Highway and Route 50. It would bring this segment of Lee Highway into conformance with the Comprehensive Plan policy of providing sidewalks on both sides of the street.

2.2 Project Delivery Information

a. * Planning Status (select <u>all</u> documents/plans that reference the project): <input type="checkbox"/> Constrained Long Range Plan (MPO) <input type="checkbox"/> Transit Development Plan <input type="checkbox"/> Planning / Safety Study <input type="checkbox"/> Vision Long-Range Plan (MPO) <input type="checkbox"/> Capital Improvement Program <input type="checkbox"/> Other Regional Plan <input checked="" type="checkbox"/> Local Comprehensive Plan <input type="checkbox"/> NEPA Study <input type="checkbox"/> Other:
b. Existing VDOT UPC or DRPT Number or locality ID Number:

c. Designed by (select all that apply):				
<input type="checkbox"/> VDOT	<input type="checkbox"/> Locality	<input type="checkbox"/> Agency	<input type="checkbox"/> Consultant	<input type="checkbox"/> Other: <i>TBD</i>
d. Administered (select all that apply):				
<input type="checkbox"/> VDOT	<input type="checkbox"/> Locality	<input type="checkbox"/> Agency	<input type="checkbox"/> Other: <i>TBD</i>	
e. Delivery Method (select all that apply):				
<input checked="" type="checkbox"/> Not Determined	<input type="checkbox"/> Design-Build	<input type="checkbox"/> Design-Bid-Build	<input type="checkbox"/> State Forces	
<input type="checkbox"/> Locality Forces	<input type="checkbox"/> Other:			

PART 3 PROJECT ELIGIBILITY CRITERIA

Projects must benefit the users of I-66 Express Lanes Outside the Beltway to be considered eligible as part of TRANSFORM66: OUTSIDE THE BELTWAY projects. Please provide any supporting documentation.

<input checked="" type="radio"/> The project will be in compliance with all applicable laws, rules, and regulations, and will have received or will receive all required regulatory approvals.
<input type="radio"/> The project is federal-aid eligible pursuant to Title 23 of the U.S. Code.

The information provided in this section will be used to review project eligibility.

3.1 Person Throughput

The objective of the person throughput evaluation criteria is to assess how well a project is suited to move more people through the corridor efficiently.

<p>*For applicable projects, what is the project's opening year inbound AM peak period increase in person throughput (i.e. how many more people will your project move through the corridor):</p> <p>This project will provide an enhanced pedestrian connection to the Vienna Metrorail Station, which will make using Metrorail or the existing and future I-66 bus services at the Vienna Metrorail Station more accessible.</p>
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3.2 Peak Period Travel Time

The objective of the peak period travel time criteria is to evaluate a project's ability to provide or support consistent travel duration during congested periods for users of the corridor as well as to improve the operational efficiency of the transportation network.

<p>*Choose one:</p> <ul style="list-style-type: none"> <input type="radio"/> Project is likely to result in significant reductions (30 percent or greater) in inbound AM peak hour total travel time per person <input type="radio"/> Project is likely to result in moderate reductions (15 to 30 percent) in inbound AM peak hour total travel time per person <input type="radio"/> Project is likely to result in minimal or indirect reductions (5 to 15 percent) in inbound AM peak hour total travel time per person <input checked="" type="radio"/> Project is likely to result in no significant change (i.e. less than 5 percent in inbound AM peak hour travel time).
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***Describe trip to which project travel time is being compared (i.e. a non-toll paying single occupant vehicle trip between X and Y, walk to B Metrorail station and ride to C):**

3.3 Connectivity

The objective of the connectivity criteria is to evaluate how well a project creates, completes, or links transportation network elements and/or modes. This measurement of this criteria is based on the number of connections between modes created or enhanced by the project and the promotion of transportation choice in daily travel.

***Choose one:**

- Project provides or enhances connections between two or more travel modes
- Project provides new modal connections AND/OR further promotes transportation choice
- Project has no impact on connectivity
- Project creates a barrier between modes OR results in a loss of travel options

(Optional): Describe how the project addresses connectivity and benefiting the users of I-66:

This project will improve access to the Vienna Metrorail Station and provides greater access to the existing bus and future I-66 transit service. Also, more commuters will be allowed to make trips by bike walking, biking, and transit instead of car, improving mobility on I-66 and other parallel facilities such as US 29 and 50. The missing gaps in the bike and pedestrian network along Lee Highway will also be completed, providing improved access to Nutley Street south of I-66, the Cross County Trail, and other facilities.

PART 4 ADDITIONAL INFORMATION

(Optional): List internet links to any additional information in support of this project:

***Additional Attachments**

- Project sketch/concept plan/vicinity map, if applicable
- Photos or other graphics to support your application
- Quantitative data and/or analyses demonstrating benefits to the users of the I-66 Express Lanes Outside the Beltway.

