FCCAB Meeting

OCTOBER 15, 2020

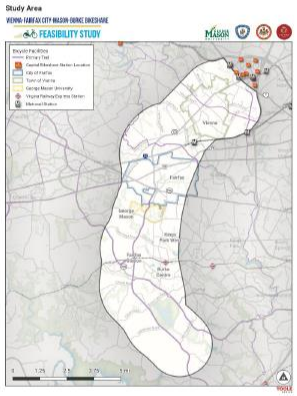
Bike Share

EXECUTIVE SUMMARY

This bikeshare feasibility study outlines implementation recommendations for dockless shared bikes and e-scooters (also known as shared mobility devices or SMDs) and station-based Capital Bikeshare within the Route 123 corridor from Vienna to Burke. The project process included community analysis and stakeholder outreach leading to system development and business plan recommendations.

STUDY BACKGROUND AND GOALS

With two Capital Bikeshare stations located at the Tysons Corner Metrorail station along Route 123, and a bikeshare feasibility study completed by Virginia Tech for the Merrifield area, the next logical step for expanding bikeshare in the region is to expand into Vienna, Fairfax, and George Mason University. The study area runs from Tysons Corner southwest through the Town of Vienna, the City of Fairfax, and George Mason University. Within and between these communities, the Fairfax-Mason-Vienna Bikeshare Feasibility Study's study area have great potential for connecting residents, students, and visitors to transit, trails, and activity centers. A map of the study area is shown at right and in Chapter 3.



The Fairfax-Mason-Vienna Bikeshare Feasibility Study is a collaborative effort by the City of Fairfax, Town of Vienna, Fairfax County, and George Mason University to determine the feasibility of a bikeshare program in the area. Given the different bikeshare technologies available, the study considered Capital Bikeshare, dockless bikeshare, e-bikes, and e-scooters. While this study identified potential interest and opportunities in e-scooters as part of a dockless vehicle program, specific recommendations for implementing this technology are limited given that this is a new and rapidly evolving option.

Moreover, as the shared mobility industry continues to evolve, recommendations in this study may need to be updated periodically to reflect current practices. For example, while dockless bikeshare was a larger industry and dockless e-scooters were still emerging while this study was being conducted, between the end of the study and the publication of this document that balance has shifted. As observed in the 2018 report on shared mobility (published by the National Association of City Transportation Officials, or NACTO), shared scooters had far surpassed dockless bikeshare by the end of the year despite the later introduction of this technology[1]. As a result, many private for-profit dockless bikeshare companies either left the industry or shifted focus to e-scooters since

[1] NACTO Bike Share and Shared Micromobility Initiative, "Shared Micromobility in the U.S.: 2018". https://nacto.org/shared-micromobility-2018/

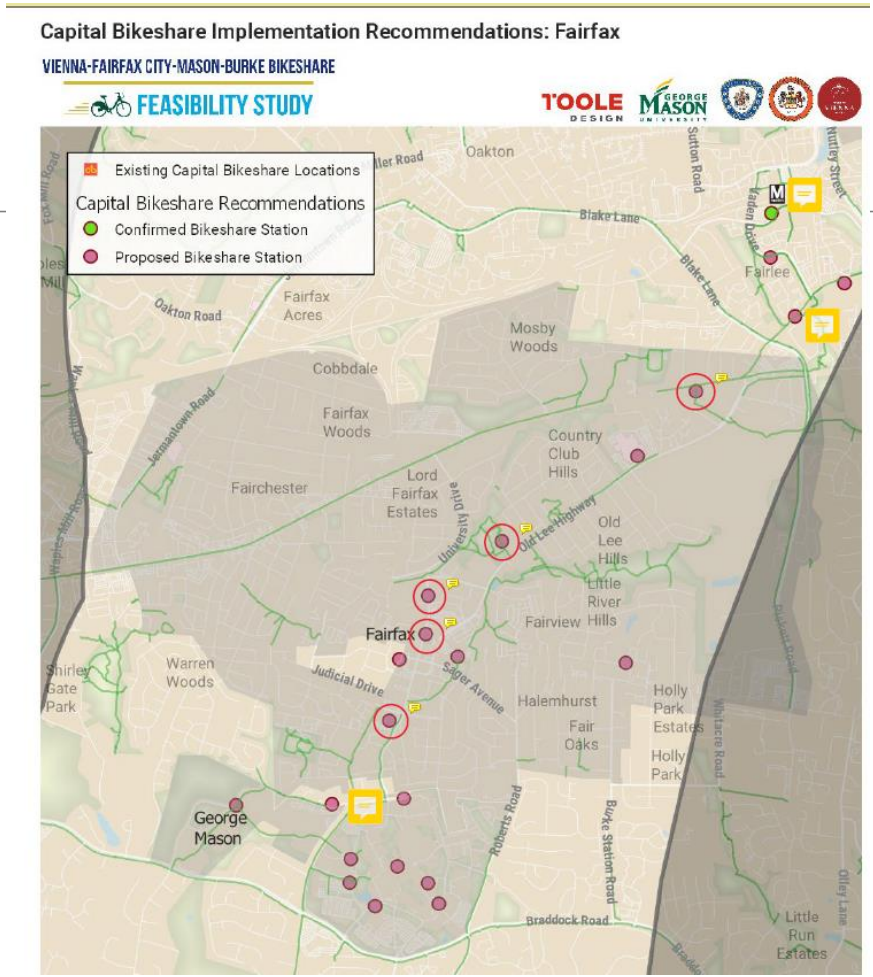
In summer 2019, City conducted bike share feasibility study with Fairfax County, George Mason University and Town of Vienna to evaluate the Route 123 corridor from Vienna to Burke

Process included community analysis and stakeholder outreach

Study recommends that project partners implement both Capital Bikeshare and dockless mobility in the study area.

Bike Share

- City awarded $909K in funding to purchase and install up to nine stations in the City between George Mason University and the Vienna Metro
  - $420K through Transportation Alternatives (federal funding, 20% local match required)
  - $489K through I-66 ISB Commuter Choice funding
- Approximately four stations in or near Old Town (including one at Capstone)



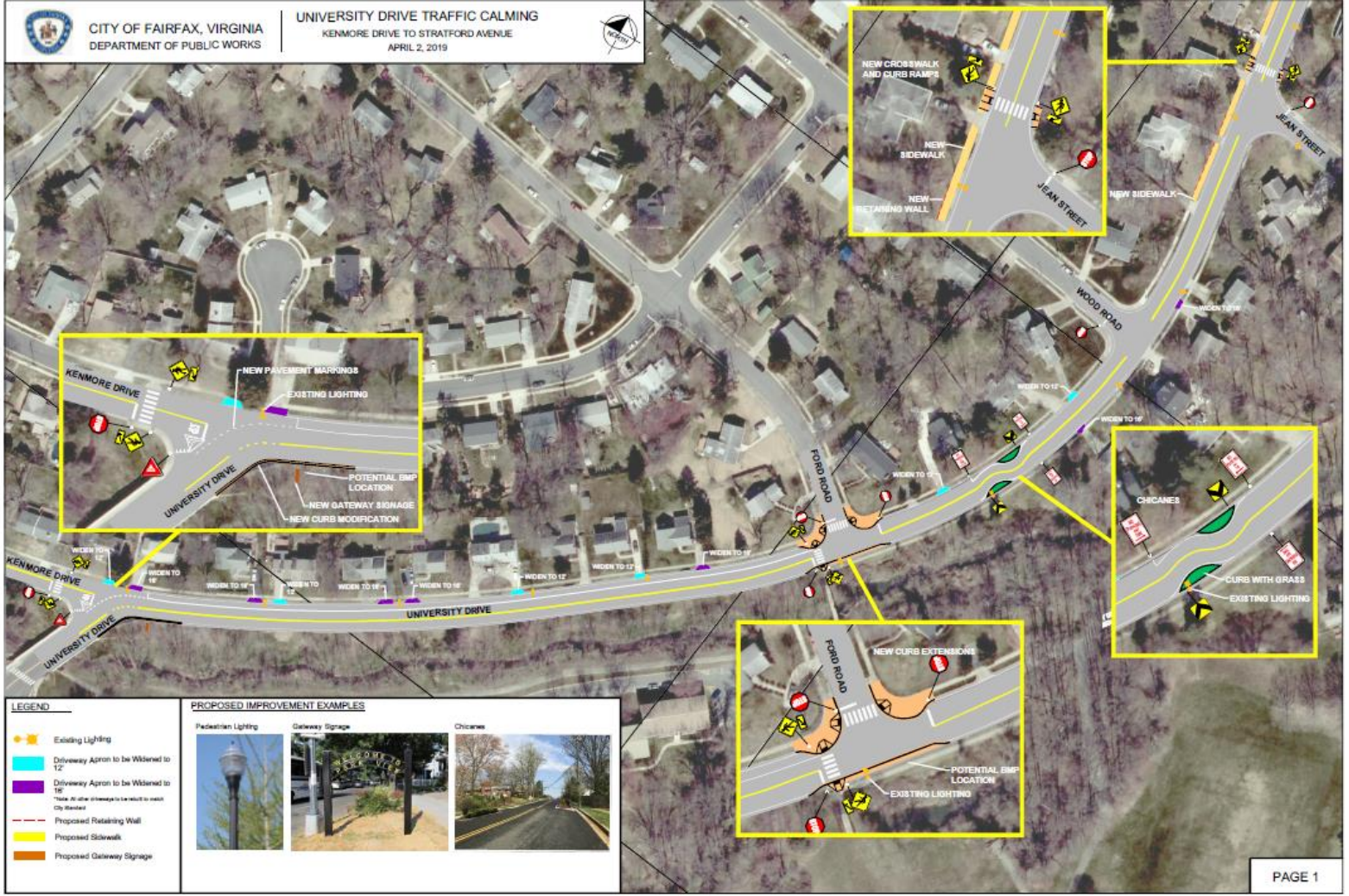
University Drive Corridor Improvements

Project goal is to reduce vehicular speeds and improve pedestrian safety along University Drive between Kenmore Drive and Stratford Avenue

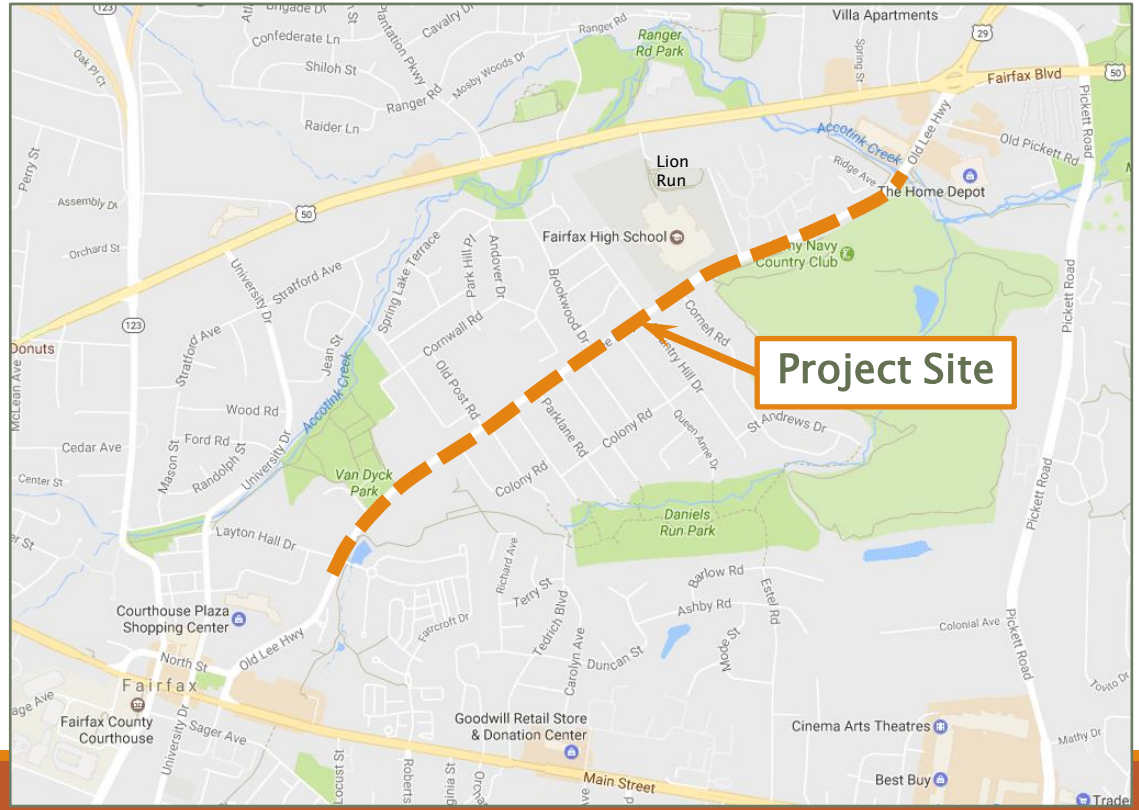
Construction began on September 14 and will continue until the end of the year.

Key features of the project include:

- Construction of missing link of sidewalk along the west side of University Drive
- Addition of intersection bulb-outs to create better visibility and shorten the distance for pedestrians crossing the road
- Addition of chicanes/curb islands that narrow traffic lanes and force vehicles to slow down.


CITY OF FAIRFAX, VIRGINIA
DEPARTMENT OF PUBLIC WORKS
UNIVERSITY DRIVE TRAFFIC CALMING
KENMORE DRIVE TO STRATFORD AVENUE
APRIL 2, 2019
NEW CROSSWALK AND CURB RAMPS
NEW SIDEWALK
NEW RETAINING WALL
JEAN STREET
NEW SIDEWALK
WOOD ROAD
KENMORE DRIVE
NEW PAVEMENT MARKINGS
EXISTING LIGHTING
UNIVERSITY DRIVE
POTENTIAL BMP LOCATION
NEW GATEWAY SIGNAGE
NEW CURB MODIFICATION
FORD ROAD
CHICANES
CURB WITH GRASS
EXISTING LIGHTING
NEW CURB EXTENSIONS
POTENTIAL BMP LOCATION
EXISTING LIGHTING
LEGEND
Existing Lighting
Driveway Apron to be Widened to 12'
Driveway Apron to be Widened to 15'
Proposed Retaining Wall
Proposed Sidewalk
Proposed Gateway Signage
PROPOSED IMPROVEMENT EXAMPLES
Pedestrian Lighting
Gateway Signage
Chicanes
PAGE 1

Old Lee Highway Multimodal Improvements



Existing Conditions

At Van Dyck Park looking towards Fairfax Circle

Existing Conditions

At Queen Anne Drive looking towards Fairfax Circle

Existing Conditions

At Great Oaks Drive looking towards Fairfax Circle

Old Lee Highway Multimodal Improvements

Provide continuous and consistent multimodal connections along Old Lee Highway from Old Town to Fairfax Circle

Improve safety for all roadway users

Repurpose excess pavement

Promote alternative modes of transportation for accessing the library, the community center, the schools and commercial properties along the corridor

"Multimodal" refers to the multiple ways people use to get around – car, bus, train, bike, walking, scooter, etc.

Key Project Features

Five foot sidewalks, curb & gutter on both sides of the road

Ten-foot separated bicycle lanes on north side of road

Consolidated crossing locations with consistent signage

Reduced crossing widths on side streets

Consistent typical section (removal of excess pavement and gravel areas)

Updated and improved lighting and landscaping

Conceptual Rendering

Project Schedule

- 30% Plan Development - Complete
- Stakeholder Engagement – Fall/Winter 2020
- Community Meeting – Winter 2021
- Public Hearing - Spring 2021
- Acquire Right of Way - Summer 2021 to Spring 2022
- Relocation Utilities – Spring 2022 to Winter 2022
- Project Construction – Spring 2023 to Fall 2024