Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

FY 2015-16 PROJECT DESCRIPTION FORM (9G)

Basic Project Information

Submitting Agency: Arlington County

Project Title: Columbia Pike Multimodal Street Improvements (9G)

Project Type *(check one)*:
Roadway (X) Transit ( )

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): Route 244, NVTA Corridor (Other)

1. **Project Description:** The realignment includes shifting the roadway south of its existing location, eliminating the s-curves, and enhancing pedestrian facilities to improve safety and increase capacity. The multimodal improvements will increase the efficiency of person movements and safety along Columbia Pike, which currently carries the most bus transit trips in the Commonwealth. This phase of the project is for design and construction of Columbia Pike between South Orme Street, through South Joyce Street, and to the easternmost interchange with Washington Boulevard. The proposed realignment will increase person throughput and provide better access to and evacuation capacity from the Pentagon and vicinity.

   The other major capacity improvement pertains to a modification to the easternmost interchange of Columbia Pike with Washington Boulevard. This portion of the project is currently undergoing an Interchange Modification Study, which will result in a preferred design.

2. **Requested NVTA Funds:** $10 million

3. **Phase(s) of Project Covered by Requested NVTA Funds:** Design and Construction

4. **Total Cost to Complete Project:** $10 million to complete the phase described above. The total cost of all phases of the Columbia Pike Multimodal project is $82.5 million

5. **Project Milestone -Study Phase:** Complete

6. **Project Milestone -Preliminary Engineering (30% Design):**Start of PE September 2014

7. **Project Milestones -Final Design:** Start of Final Design September 2015

8. **Project Milestones -Right-of-Way:** ROW acquisitions completed January 2016

9. **Project Milestone – Construction:** Start of Construction April 2016

10. **Project Milestone – Mass Transit Vehicle Acquisition:**
    Start of Construction (month/year)

11. **Is Project in Transaction 2040:**
    Yes ( ) No (X)

12. **Project in 2010 CLRP:** CLRP ID# 2315, Columbia Pike Multi-Modal Corridor Improvements

13. **Project Leverages other Funding:** (please state amount**)**
    - Local (X)
    - State ( )
    - Federal ( )
    - Other:

Stated Benefits

- **What Regional benefit(s) does this project offer?**
  This the Columbia Pike corridor serves as a vital link between Skyline in Fairfax County to the Pentagon and Pentagon City/Crystal City development centers in Arlington County. The multimodal improvements will provide more high-quality mobility for all users, transforming the main thoroughfare into a complete street that balances and improves all modes of travel and will support future high-quality, high-frequency transit service. As of 2011, over 1 million square feet of mixed-use development has been completed along Columbia Pike in four projects, with another 400,000 square feet approved. Columbia Pike's form-based code provides the potential for an additional nine to ten million square feet of development. The street improvements constructed through the Columbia Pike Multimodal Project are necessary to accommodate existing and proposed growth in the corridor.

  The full reconstruction of the Columbia Pike corridor will benefit travel by all modes between the Fairfax County line and Pentagon City. Columbia Pike carries between 20,000 and 30,000 vehicles and 16,000 transit passengers per day. To provide regional and state perspective, all PRTC OmniRide bus routes combined serve 13,400 riders per day and all Richmond metropolitan area bus routes have a combined ridership of 35,200 per day. By 2040, it is projected that the demand for transit on Columbia Pike will be over 50,000 boardings per day, most of whom will access transit service as pedestrians. Existing pedestrian access between properties lining Columbia Pike and transit stops is poor, which is holding back growth in transit ridership and leading to additional automobile traffic congestion, as residents who would ride transit are forced to shift to car. This reconstruction will improve traffic and transit operations and support increasing the transit carrying capacity to almost 30,000 per weekday, improving pedestrian connections, supporting future enhanced bus transit service, and taking cars off the road.

  This phase of the project, from South Orme Street to South Joyce Street, will also improve access to and speed evacuation from the Pentagon and Arlington National Cemetery in the case of an emergency.

- **How does the project reduce congestion?**
  Columbia Pike is a critical connection in the I-395 corridor. Due to high congestion on I-395, the person throughput capacity on Columbia Pike provides a viable alternative for vehicles and transit riders accessing the Pentagon vicinity. The realignment of the segment included in this phase and the addition of left-turn lanes and better pedestrian and bicycle accommodations corridor-wide will provide a more streamlined corridor, improving travel for all users and allowing Columbia Pike to serve as a more effective release valve for traffic on I-395.

- **How does project increase capacity? (Mass Transit Projects only)**

- **How does project improve auto and pedestrian safety?**

  The project will construct improved and wider pedestrian facilities to increase access and safety. The elimination of two ramps at the easternmost interchange with Washington Boulevard will reduce the number of conflict points and weaving movements, improving safety for all modes.

- **List internet links below to any additional information in support of this project:**