

## **FY 2018 TLC Projects**

**RFP scopes  
and original  
applications**

**July 31, 2017**

The attached documentation includes project scopes that were released on July 31, 2017 as part of the Requests for Proposals, as well as the original project applications that were approved by the TP on July 17, 2017. Please note that in some cases, the scopes for the RFPs may have been revised from the original applications. Consultant proposals should be based upon the final scopes.



District of Columbia  
Public Space Activation and Stewardship Guide







## **MEMORANDUM**

**TO:** Pre-qualified TLC Firms  
**FROM:** John Swanson, Transportation Planner  
Nicole McCall, Regional Planner  
**SUBJECT:** Project Scope for TLC DC Public Space Activation and Stewardship Guide  
**DATE:** July 28, 2017

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### **PROJECT SCOPE FOR TLC DC PUBLIC SPACE ACTIVATION AND STEWARDSHIP GUIDE**

#### **FUNDING: \$60,000**

This project will develop a public space activation and stewardship guide for the District of Columbia, focusing on new uses for public rights-of-way. The guide will include techniques for creative placemaking, interagency collaboration, investment, permanent improvements, and community partnerships.

The public space activation and stewardship guide would provide the public and District agencies with guidance to stimulate permanent improvements, investment, and community partnership to encourage the activation of public spaces. The guide will place particular emphasis on spaces owned and managed as part of the transportation right-of-way (e.g., sidewalks, streets, landscaped areas, plazas, alleys). The guide should address temporary, recurring, and permanent enhancements and utilize national precedents and best practices from other jurisdictions (such as Seattle, Portland, New York City, San Francisco, Los Angeles, and Chicago).

Project Tasks for the DC Public Space Activation of Stewardship Guide:

- (1) Develop a framework to identify and evaluate prime locations for placemaking projects, describe maintenance responsibilities of the applicant undertaking the project, and emphasize compliance with District public space regulations and District Department of Transportation (DDOT) policies, guidelines and standards.
- (2) During the development of the framework:
  - a. Consult and build upon the following resources:
    - i. District's Public Realm Design Manual and Public Realm Design Handbook, which provide resources for public space policies, regulations, and design-oriented treatment of the street environment;
    - ii. Smalls Parks Strategy – which will establish a framework defining how small parks relate to each other and general design guidelines;
    - iii. DC's creative placemaking initiative, "Crossing the Street: Building DC's Inclusive Future through Creative Placemaking"; and,
    - iv. DDOT's recently updated Design and Engineering Manual.
  - b. Evaluate existing permitting, management, maintenance, and design functions for public space within the District government, diagnose potential barriers to public space activation, and identify opportunities for improved processes, regulations, and programs.
  - c. Encourage intra-agency and cross-jurisdictional collaboration by strengthening existing linkages among District agencies and clarifying maintenance responsibilities, permitting requirements, required reviews, and the models for partnership. Agencies and inter-agency groups may include: the Office of Planning (OP), the Mayor's Special Events Task Group (MSETG), District Department

- of Transportation (DDOT), Department of General Services (DGS) Department of Public Works (DPW), Department of Energy and Environment (DOEE), District of Columbia Commission on the Arts and Humanities (DCCAH), Historic Preservation Office (HP), Commission of Fine Arts (CFA), National Capital Planning Commission (NCPC), and Department of Parks and Recreation (DPR) while also leveraging new partnership opportunities with federal and local entities, such as the National Park Service (NPS), Business Improvement Districts, and Main Street organizations to enhance public space throughout the city.
- d. Develop a typology of public spaces, and provide guidance for the activation and stewardship practices appropriate to each public space type. Such guidance should consider activation strategies at different scales of time (short-, medium-, and long-term), size, and intensity.

Reference:

- Approval of Technical Assistance Recipients Under the FY 2018 Transportation Land-Use Connections <https://www.mwcog.org/newsroom/2017/05/17/tpb-approves-funding-for-eight-projects-that-integrate-transportation-planning-and-land-use-walkability-bicycling-walking-transit-tlc-program-tpb/>
- FY2018 TLC Projects – Applications Approved for Funding by the TPB May 17, 2017 <https://www.mwcog.org/assets/1/6/FY2018-TLC-Applications-ApprovedProjects.pdf>

**TLC** **FY 2018 PROJECT APPLICATION**  
**TRANSPORTATION/LAND USE**  
**CONNECTIONS**  
TECHNICAL ASSISTANCE

Submit completed applications to  
[TLC@mwkog.org](mailto:TLC@mwkog.org) by Monday, April 3, 2017 at  
4:00 pm. For questions or comments:  
Lamont B. Cobb  
(202) 962-3234  
[mwkog.org/tlc](http://mwkog.org/tlc)  
[TLC@mwkog.org](mailto:TLC@mwkog.org)

**CONTACT INFORMATION**

Project Name:

DC Public Space Activation and Stewardship Guide

Jurisdiction:

District of Columbia

Requested Funding:

\$60,000

Primary Contact:

Joshua Silver

Title:

Lead Planner for Strategic Initiatives and Partnerships

Agency:

DC Office of Planning

E-mail:

[joshua.silver@dc.gov](mailto:joshua.silver@dc.gov)

Phone:

442.8816

Secondary Contact:

Dan Emerine

Title:

Senior Transportation Planner

Agency:

DC Office of Planning

E-mail:

[dan.emerine@dc.gov](mailto:dan.emerine@dc.gov)

Phone:

442.8812

Collaborating Agency Contact (if applicable):

Evelyn Israel

Title:

Transportation Planner

Agency:

District Department of Transportation

E-mail:

[evelyn.israel@dc.gov](mailto:evelyn.israel@dc.gov)

Phone:

741.8912

Implementing Agency Contact (if applicable):

Title:

Agency:

E-mail:

Phone:

This application form, the project overview form, frequently asked questions (FAQs), information about past projects, and more details about the program may be found at [www.mwkog.org/tlc](http://www.mwkog.org/tlc).



**TLC** **FY 2018 PROJECT APPLICATION**  
**TRANSPORTATION/LAND USE**  
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[TLC@mwkog.org](mailto:TLC@mwkog.org)

**PROJECT DESCRIPTION**

1. Provide a brief project description (1-3 sentences):

Funding will be used to hire a short-term consultant to develop a public space activation and stewardship guide for the District of Columbia. A public space activation and stewardship guide would provide the public and District agencies with guidance to stimulate permanent improvements, investment and community partnership to encourage the activation of public spaces in designated Regional Activity Centers and other neighborhoods in the District.

2. Describe the final product resulting from this project (1-2 sentences):

The output of the technical assistance will be a guide (toolkit) that provides practical information and ready-to-use tools to support public space activation and stewardship efforts across the District.

3. Explain what linkages this project creates between agencies or jurisdictions (1-2 sentences):

Development of a public space activation and stewardship guide will promote intra-agency and cross-jurisdictional collaboration by strengthening existing linkages among District agencies and leverage new partnership opportunities with federal and local entities, such as the National Park Service, Business Improvement Districts and Main Street organizations.

4. Explain how this project will create clearly defined priorities or next steps (1-2 sentences):

The guide will prioritize placemaking opportunities for the District and its partners to capitalize on by providing clearly defined priorities to enhance a predictable and consistent public space activation and stewardship program for the District.

**LOCAL CONTEXT**

5. Explain any prior or planned public outreach/participation involved with this project (1-2 sentences):

The project will build on OP and DDOT's extensive public outreach that was conducted as part of a citywide creative placemaking initiative completed in 2016-17 and a tactical urbanism project. Both projects demonstrated the strong demand by community stakeholders to rethink how public spaces are used throughout the District.

6. Explain how the project will address transportation and land use issues specific to the local community (1-3 sentences):

This project would address transportation and land use issues specific to local communities: by increasing visibility and access to the public space; contributing to the public's sense of safety, security, and cleanliness of the space; and fostering greater physical activity, interest, and civic participation in these spaces. As a result enhanced uses, programming, and safety improvements would benefit pedestrians, bicyclist, and transit users. The creation of the guide would help tackle challenges the District faces with permitting and regulating public spaces for events and programming.

Jurisdiction:

District of Columbia

Project Name:

DC Public Space Activation and  
Stewardship Guide

Requested Funding:

\$60,000

Indicate your project type:

PLANNING  DESIGN

Indicate whether project is new or update  
to existing study/design:

NEW  UPDATE

Check here if your project previously  
received support through TLC or ULI-TAP.

**TLC** **FY 2018 PROJECT APPLICATION**  
**TRANSPORTATION/LAND USE**  
**CONNECTIONS**  
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mwkog.org/tlc  
TLC@mwkog.org

**REGIONAL GOALS AND PRIORITIES**

7. Note how the project supports or advances the transportation and land use goals of the Regional Transportation Priorities Plan and Region Forward

(Check those that meaningfully and specifically apply to your project):



**MULTIMODAL TRANSPORTATION OPTIONS**

Provides, enhances, supports, or promotes the following:

- Access and safety improvements to transit stops and stations
- Accessibility for disadvantaged groups (low income families, disabled persons, the elderly, racial/ethnic minorities, or persons with limited English proficiency)
- Complete Streets-related improvements
- Planning and implementation of bicycle and pedestrian facilities
- Safe Routes to School planning
- Streetcars, bus rapid transit and other transit alternatives

If your project is near a rail, streetcar, bus rapid transit or other transit station, identify below:



**DIVERSE, MIXED USE COMMUNITIES**

Enhances or supports regional Activity Centers and local communities:

- Concentrating growth of jobs and households
- Access to jobs and/or affordable housing for disadvantaged groups
- Mixed-use, compact development

If your project is located in one or more Activity Centers, identify below:

Downtown, NoMA, Capitol Hill and Minnesota Avenue

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-motorized travel within one or more Activity Centers

8. Explain what lessons learned or models the project can provide for the region (1-3 sentences):

Jurisdictions across the region are grappling with challenges related to the use of streets for purposes other than the movement of automobiles. All local governments also struggle with improving coordination between multiple agencies with competing interests, and helping them think strategically to implement goals that go beyond the mission on an individual agency. The guide developed through this project could provide a template for other jurisdictions looking for ways to coordinate the management and enhancements to public space in the region.

**DESIGN SUPPLEMENT**

Complete these questions for design projects only.

9. Explain strategies identified for funding and implementation of future design components for the project (1-2 sentences):

10. Will your project require a site survey?  YES  NO  UNCERTAIN





April 3, 2017

National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
7777 North Capitol Street, NE Suite 300  
Washington, DC 20002

RE: TLC Technical Assistance Program  
Public Space Activation and Stewardship Guide

Dear National Capital Region Transportation Planning Board Selection Panel,

The District of Columbia Office of Planning (DCOP) is pleased to submit a proposal to the National Capital Region Transportation Planning Board for the TLC Technical Assistance Program. The proposal aims to develop a public space activation and stewardship guide that can advance the state of the District's practice in using transportation rights-of-way for purposes other than vehicle movement.

In a dense urban environment, transportation officials face multiple demands for use of streets, sidewalks, and plazas. The District of Columbia has made great strides in repurposing street space for farmers markets, street festivals, and other social and cultural uses. However, as DCOP has advanced our practice in creative placemaking, we have identified barriers in the permitting system that can frustrate efforts to undertake civic and creative activities in the public realm.

With the assistance of the TLC Technical Assistance Program, we propose to work together with DDOT to analyze the current barriers in our policies and processes, and to identify best practices and potential solutions for better managing our streets as platforms for civic life and the hubs of healthy and dynamic activity centers.

If you have any questions about our proposal, please feel free to contact me or Josh Silver of my staff at (202) 442-7600.

Regards,

A handwritten signature in black ink, appearing to read 'Eric D. Shaw'.

Eric D. Shaw  
Director

Project Title: DC Public Space Activation and Stewardship Guide

Type of Technical Assistance: Planning Project

Estimated Cost: \$60,000

**Project Description and Services Requested**

Funding will be used to hire a short-term consultant to develop a public space activation and stewardship guide for the District of Columbia. This guide would provide the public and District agencies with guidance to stimulate permanent improvements, investment and community partnership to encourage the activation of public spaces in designated Regional Activity Centers and other neighborhoods in the District. An emphasis of these activations will be of spaces owned and managed as part of the transportation right-of-way (e.g., sidewalks, streets, plazas, alleys). The development of a public space activation and stewardship guide will be based on national precedents and best practices from other jurisdictions (e.g., New York City, San Francisco, Los Angeles).

The output of the technical assistance will be a guide (toolkit) that provides practical information and ready-to-use tools to support public space activation and stewardship efforts across the District. The guide will provide a framework to evaluate prime locations for placemaking projects, describe maintenance responsibilities of the applicant undertaking the project and emphasize compliance with District public space regulations and District Department of Transportation policies, guidelines and standards. The guide will also build on the District's Public Realm Design Manual and Public Realm Design Handbook, which provide resources for public space policies, regulations and design-oriented treatment of the street environment. The guide will include a typology of public spaces. If resources allow, the final product may include the pilot implementation of a select typology in a public space in an Activity Center neighborhood. Ideally, the pilot implementation would take place in a location where planning and public engagement around public space improvements has already taken place.

**Agency and Jurisdiction Collaboration**

Development of a public space activation and stewardship guide will promote intra-agency and cross-jurisdictional collaboration by strengthening existing linkages among District agencies, including the Office of Planning (OP), District Department of Transportation (DDOT), Department of General Services (DGS), Department of Public Works (DPW), Department of Energy and Environment (DOEE), District of Columbia Commission on the Arts and Humanities (DCCAH), and Department of Parks and Recreation (DPR), while also leveraging new partnership opportunities with federal and local entities, such as the National Park Service (NPS), Business Improvement Districts and Main Street organizations to enhance public space throughout the city. The development of a public space activation and stewardship guide will encourage intra-agency collaboration by clarifying maintenance responsibilities, permitting requirements, and

the models for partnership. The development of the guide will also build on the work being done to create a Small Parks Strategy for the District that will establish a framework defining how small parks relate to each other and general design guidelines.

### **Strategies for Funding and Implementation**

The guide will identify and capitalize on placemaking opportunities for the District and its partners by enhancing our ongoing efforts to provide a predictable and consistent public space management program. While the proposed project will have citywide applicability, OP in partnership with local entities can immediately begin prototyping public space programming in different Activity Center locations (e.g., NoMA, Downtown DC, Minnesota Avenue and Capitol Hill), to determine the feasibility for either temporary, recurring, or permanent enhancements.

### **Public Input and Community Benefits**

OP has conducted extensive neighborhood outreach as a precursor to this project. In 2016 and 2017, OP implemented a creative placemaking initiative, "Crossing the Street: Building DC's Inclusive Future through Creative Placemaking." The initiative tested select temporary creative placemaking recommendations articulated in OP's neighborhood plans and DDOT transit corridor and livability studies. The goal of creating safe and accessible enhancements to public space was based on input from residents and stakeholders across all demographics, income levels, and English proficiency. Projects demonstrated how temporary public space enhancements and related improvements foster civic life, promote inclusion of diversity in planning processes, and improve the quality of life of residents and stakeholders.

At the same time, OP and DDOT engaged stakeholders in the Eckington and NoMa neighborhoods to develop a tactical urbanism project on North Capitol Street to improve pedestrian and cycling safety and reprogram public space. These efforts served to test public space programming activities that would be facilitated by the stewardship guide.

OP, in partnership with the Downtown-area Business Improvement Districts, has also drafted a chapter in the Downtown East Re-Urbanization Strategy report (due out late this year) that recommends the creation of a Placemaking Pilot Zone in the neighborhood where District and private partners can better foster a sense of community through temporary or recurring placemaking. The pilot zone calls for a more streamlined permitting process and suggests a palette of materials or uses to allow for better avenues for artistic or cultural expression in the area.

Through these initiatives, OP has determined there is a very strong demand to rethink how public spaces are used throughout the District. This project would address transportation and land use issues specific to local communities by: increasing visibility and access to the public space; contributing to the public's sense of safety, security, and cleanliness of the space; and fostering greater physical activity, interest, and civic participation in these spaces. As a result, enhanced uses, programming, and safety improvements would benefit pedestrians, bicyclist,



and transit users. The creation of the guide would also help tackle challenges the District faces with permitting and regulating public spaces for events and programming, which can be time consuming and costly.

### **Regional Goals and Priorities**

Streetscapes and related public places are a necessary and vital component of urban neighborhoods. By developing strategies to help the District engage with stewardship partners in order to activate these spaces, we will be supporting a healthy regional core and dynamic activity centers. Additionally, by facilitating the temporary or permanent reclamation of road space for pedestrians, cyclists, and transit users, the District will be supporting the Region Forward priority on promoting sustainable and non-motorized modes of transportation, as well as the RTPP strategy of improving circulation within activity centers. This project also has the potential to improve public access to transit by reexamining the allocation of public space near transit nodes. Public space currently being used exclusively for the movement and storage of private motor vehicles can - either permanently or temporarily - be reallocated for improved pedestrian access, comfort and safety of transit users (e.g., seating and shelter), or bicycle or other first/last-mile access to transit.

Jurisdictions across the region are grappling with challenges related to the use of streets for purposes other than the movement of automobiles. All local governments also struggle with improving coordination between multiple agencies with competing interests, and helping them think strategically to implement goals that go beyond the mission of an individual agency. The region has few effective models for transforming streets into places for civic life and cultural expression. The guide developed through this project could provide a template for other jurisdictions looking for ways to facilitate such activities in their public spaces.

### **Concise description of how the project might be scaled down if not fully funded (1 page max.)**

If the project is not fully funded at the \$60,000 level, the optional task of a pilot implementation of the guide in a specific location would be removed from the scope of work.



Charles County  
Waldorf Urban Area Bicycle / Pedestrian  
Connectivity Analysis





## MEMORANDUM

**TO:** Pre-qualified TLC Firms  
**FROM:** John Swanson, Transportation Planner  
Nicole McCall, Regional Planner  
**SUBJECT:** Project Scope for TLC Waldorf Urban Area Bicycle / Pedestrian Connectivity Analysis  
**DATE:** July 28, 2017

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### **TLC ENGINEERING ANALYSIS TO WALDORF URBAN AREA BICYCLE / PEDESTRIAN CONNECTIVITY ANALYSIS**

**FUNDING: \$50,000**

The project will produce a connectivity analysis and bicycle/pedestrian prioritization plan to link two activity centers in Charles County: Waldorf and La Plata.

Charles County seeks to make its main Activity Center, Waldorf, more bicycle and pedestrian friendly, while also linking to its southern Activity Center, La Plata. The enhanced bicycle and pedestrian network will enable local travelers and visitors to navigate within and between Activity Centers through a combination of non-SOV transportation modes.

#### Project Tasks

- (1) Assess existing facilities and determine the local needs for improved connectivity, circulation, and convenience
- (2) A prioritization plan, including:
  - a. Propose appropriate facility types for each travel-shed based on land use within the travel-shed, including transitions as the land use changes (changes in area characteristics, residential to commercial, recreational or commuter)
  - b. Recommendations based on effectiveness in meeting the project goals of increased connectivity, safety enhancements, and cost versus benefits
  - c. A prioritization schedule for implementation
  - d. Facility design recommendations
  - e. Cost estimates for design/construction.
- (3) Gather public input / perform stakeholder outreach with county staff
  - a. Gather input from key stakeholders including: neighborhood associations, minority groups, the County Board of Education, civic groups, local bicycle clubs, the Tri-County Council's Bicycle Infrastructure Advisory Committee, the Town of La Plata Staff, business community, the local Chamber of Commerce, the Charles County Department of Community Services (Social Services), Charles County Parks and Recreation
  - b. Conduct at least one public meeting to share the goals of the analysis with the public and gather input about local bicycle and pedestrian transportation network needs

#### Notes and Reference:

- Approval of Technical Assistance Recipients Under the FY 2018 Transportation Land-Use Connections <https://www.mwcog.org/newsroom/2017/05/17/tpb-approves-funding-for-eight-projects-that-integrate-transportation-planning-and-land-use-walkability-bicycling-walking-transit-tlc-program-tpb/>

- FY2018 TLC Projects – Applications Approved for Funding by the TPB May 17, 2017  
<https://www.mwcog.org/assets/1/6/FY2018-TLC-Applications-ApprovedProjects.pdf>
- Inventory of facilities envisioned to be within the scope of services to be provided by County

**TLC** **FY 2018 PROJECT APPLICATION**  
**TRANSPORTATION/LAND USE**  
**CONNECTIONS**  
 TECHNICAL ASSISTANCE

Submit completed applications to  
**TLC@mwco.org** by Monday, April 3, 2017 at  
 4:00 pm. For questions or comments:  
**Lamont B. Cobb**  
**(202) 962-3234**  
**mwco.org/tlc**  
**TLC@mwco.org**

**CONTACT INFORMATION**

Project Name:

Waldorf Urban Area Bicycle / Pedestrian Connectivity Analysis

Jurisdiction:

Charles County, MD

Requested Funding:

\$50,000

Primary Contact:

Ben Yeckley

Title:

Resource Planner II

Agency:

Charles County Government

E-mail:

YeckleyB@CharlesCountyMD.gov

Phone:

3016450645

Secondary Contact:

Jason Groth

Title:

Chief of Resource & Infrastructure Management

Agency:

Charles County Government

E-mail:

GrothJ@CharlesCountyMD.gov

Phone:

3013965814

Collaborating Agency Contact (if applicable):

Title:

Agency:

E-mail:

Phone:

Implementing Agency Contact (if applicable):

Title:

Agency:

E-mail:

Phone:

This application form, the project overview form, frequently asked questions (FAQs), information about past projects, and more details about the program may be found at [www.mwco.org/tlc](http://www.mwco.org/tlc).

**TLC FY 2018 PROJECT APPLICATION**  
**TRANSPORTATION/LAND USE**  
**CONNECTIONS**  
 TECHNICAL ASSISTANCE

Submit completed applications to  
 TLC@mtwco.org by Monday, April 8, 2018 at  
 4:00 pm. For questions or comments,  
 contact  
 Lamont B. Cobb  
 (202) 962-3234  
 mtwco@tltc  
 TLC@mtwco.org

**PROJECT DESCRIPTION**

1. Provide a brief project description (1-3 sentences):

The Waldorf Urban Area Bicycle/Pedestrian Connectivity Analysis will assess existing facilities and determine the local needs for connectivity, circulation and convenience, in order to improve safety and promote non-motorized modes of transportation.

2. Describe the final product resulting from this project (1-2 sentences):

The final product will include recommendations for appropriate facility types, a prioritization schedule for implementation, facility design recommendations, and cost estimates for design/construction.

Jurisdiction:

Charles County, Maryland

Project Name:

Waldorf Urban Area Bicycle /  
 Pedestrian Connectivity Analysis

Requested Funding:

\$50,000

Indicate your project type:

PLANNING  DESIGN

Indicate whether project is new or update to existing study/design:

NEW  UPDATE

Check here if your project previously received support through TLC or ULI-TAP.

3. Explain what linkages this project creates between agencies or jurisdictions (1-2 sentences):

This project links together 2 activity centers in Charles County; Waldorf and La Plata.

4. Explain how this project will create clearly defined priorities or next steps (1-2 sentences):

Based on the conclusion of this analysis, Charles County will have a prioritization plan on what facility should be implemented next.

**LOCAL CONTEXT**

5. Explain any prior or planned public outreach/participation involved with this project (1-2 sentences):

This project will have at least one public meeting to obtain feedback from the public, interest groups, and civic organizations.

6. Explain how the project will address transportation and land use issues specific to the local community (1-3 sentences):

This project will give multimodal options for those traveling throughout Waldorf.



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**CONNECTIONS**  
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 TLC@mwco.org

**REGIONAL GOALS AND PRIORITIES**

7. Note how the project supports or advances the transportation and land use goals of the Regional Transportation Priorities Plan and Region Forward

(Check those that meaningfully and specifically apply to your project):



**MULTIMODAL TRANSPORTATION OPTIONS**

Provides, enhances, supports, or promotes the following:

- Access and safety improvements to transit stops and stations
- Accessibility for disadvantaged groups (low income families, disabled persons, the elderly, racial/ethnic minorities, or persons with limited English proficiency)
- Complete Streets-related improvements
- Planning and implementation of bicycle and pedestrian facilities
- Safe Routes to School planning
- Streetcars, bus rapid transit and other transit alternatives

If your project is near a rail, streetcar, bus rapid transit or other transit station, identify below:



**DIVERSE, MIXED USE COMMUNITIES**

Enhances or supports regional Activity Centers and local communities:

- Concentrating growth of jobs and households
- Access to jobs and/or affordable housing for disadvantaged groups
- Mixed-use, compact development

If your project is located in one or more Activity Centers, identify below:

Waldorf & La Plata

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-motorized travel within one or more Activity Centers

8. Explain what lessons learned or models the project can provide for the region (1-3 sentences):

The Waldorf Urban Area Bicycle/Pedestrian Connectivity Analysis will show the County where needs to be enhanced in terms of bicycle/pedestrian infrastructure. This project will also be a model for those Jurisdictions without a bike/ped network.

**DESIGN SUPPLEMENT**

Complete these questions for design projects only.

9. Explain strategies identified for funding and implementation of future design components for the project (1-2 sentences):

10. Will your project require a site survey?  YES  NO  UNCERTAIN



CHARLES COUNTY GOVERNMENT  
**Office of the County Administrator**

**Michael D. Mallinoff**, Esq., ICMA-CM  
County Administrator

Phone | 301-645-0553  
Fax | 301-645-0544  
Email | [Commissioner@CharlesCountyMD.gov](mailto:Commissioner@CharlesCountyMD.gov)

March 30, 2017

Mr. Kanti Srikanth  
Director of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002-4290

Dear Mr. Srikanth:

On behalf of the citizens of Charles County, this letter is provided to request the National Capital Region Transportation Planning Board's (TPB) approval of Charles County's application for technical assistance under the Transportation and Land Use Connections (TLC) program for 2017. Specifically, the application seeks to conduct a study to analyze the Waldorf Urban Area in terms of bicycle and pedestrian connectivity. Charles County is committed to implementing smart growth policies and standards of development in order to create a multimodal transportation network. By analyzing the existing bicycle and pedestrian infrastructure, the County will be able to further promote alternative forms of transportation. We see the Transportation and Land Use Connections program as a prime opportunity to assist the County in developing transportation projects that continue the efforts to achieve our goal of a comprehensive transportation network.

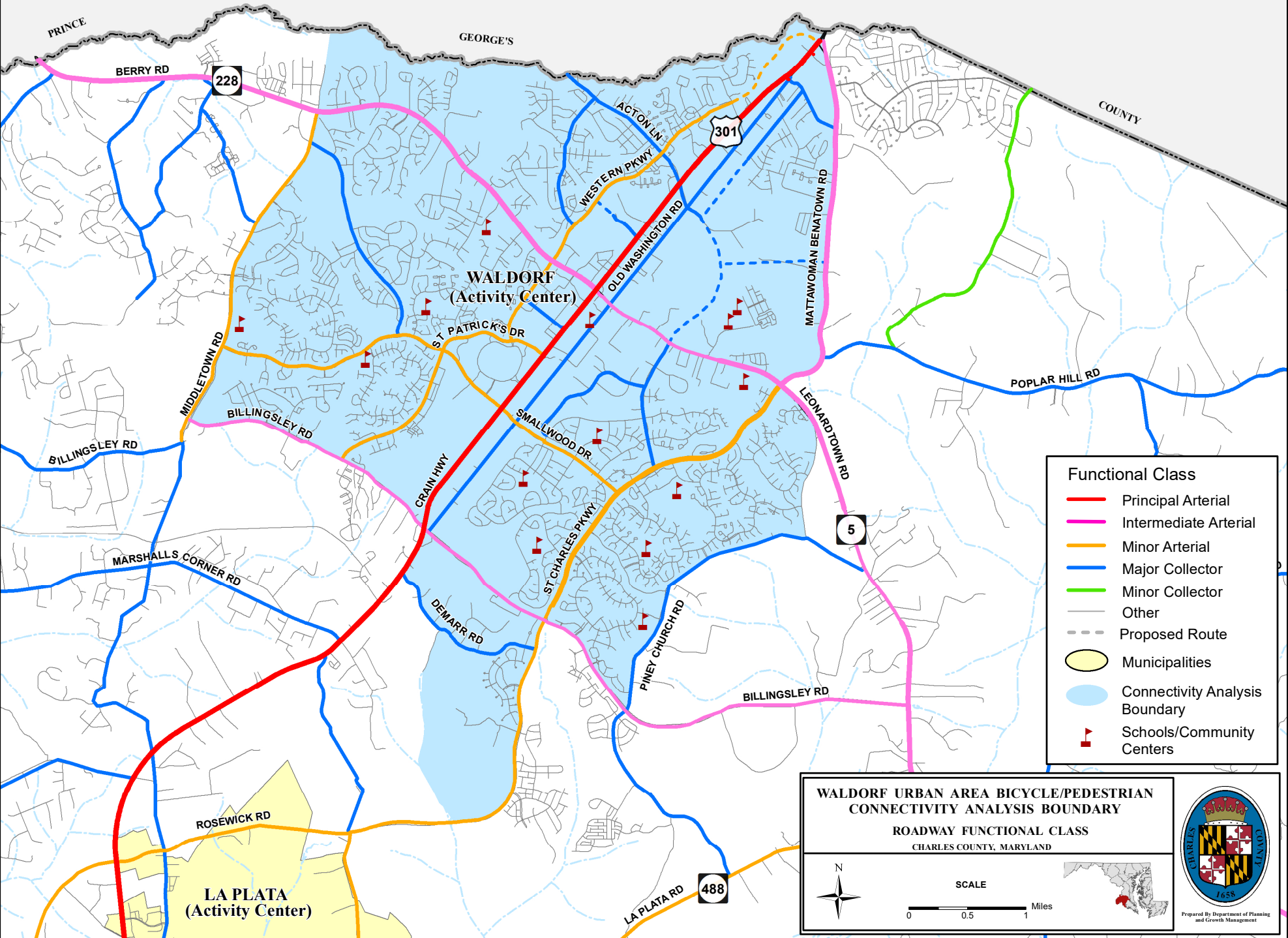
In closing, we welcome the opportunity to work with the National Capital Region Transportation Planning Board in determining the implementation of a multimodal network within the Waldorf Urban Area. I recommend that this project be designated to receive technical assistance under the Transportation and Land Use Connections program.

Very truly,

A handwritten signature in blue ink, appearing to read "Michael D. Mallinoff".

Michael D. Mallinoff, Esq., ICMA-CM

cc: Jason Groth, PGM  
Ben Yeckley, PGM




**Functional Class**

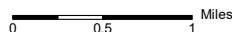
- Principal Arterial
- Intermediate Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Other
- - - Proposed Route
- Municipalities
- Connectivity Analysis Boundary
- ▲ Schools/Community Centers

**WALDORF URBAN AREA BICYCLE/PEDESTRIAN  
CONNECTIVITY ANALYSIS BOUNDARY**


**ROADWAY FUNCTIONAL CLASS**  
CHARLES COUNTY, MARYLAND

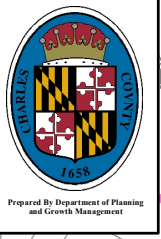


SCALE

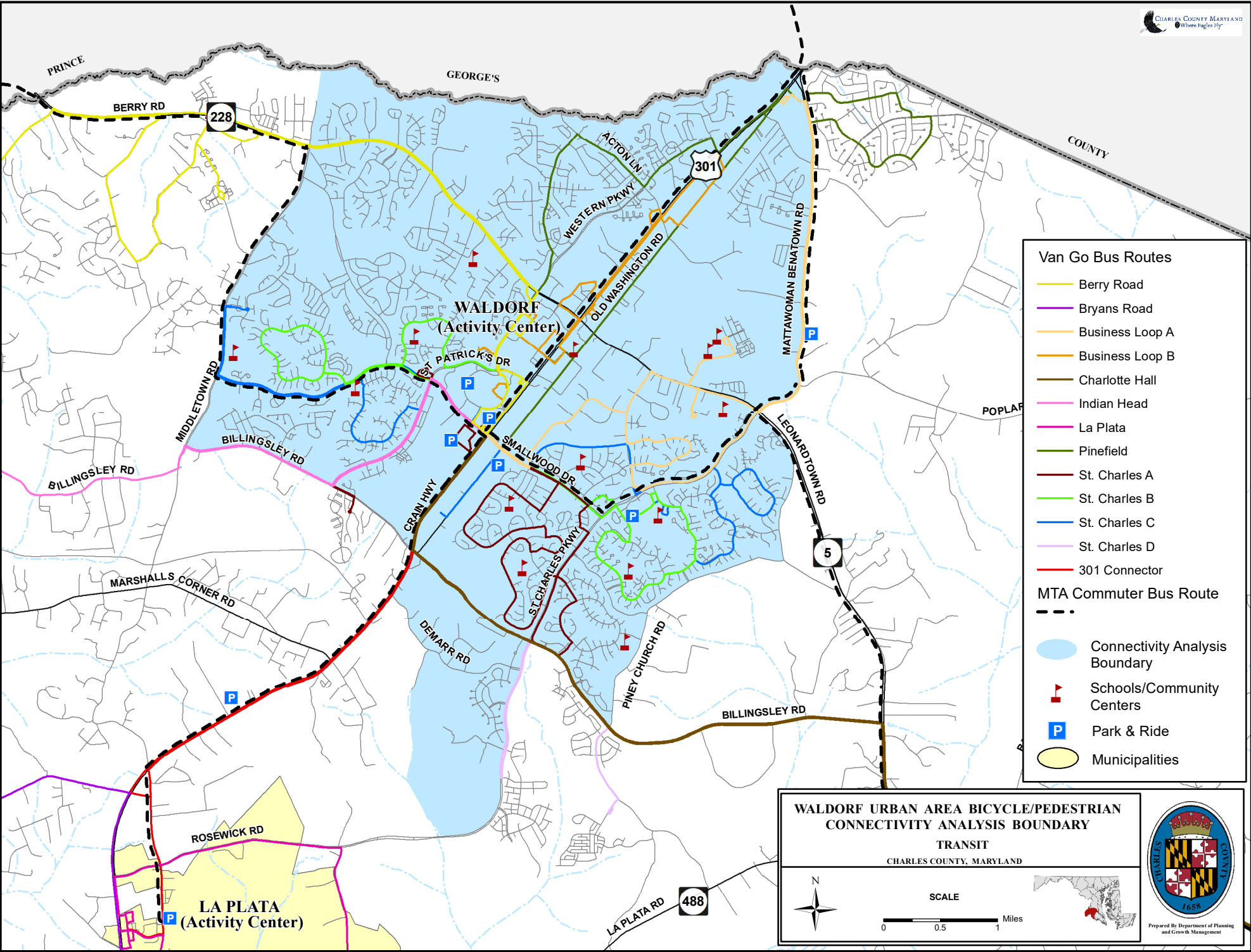


0 0.5 1 Miles









**Van Go Bus Routes**


- Berry Road
- Bryans Road
- Business Loop A
- Business Loop B
- Charlotte Hall
- Indian Head
- La Plata
- Pinefield
- St. Charles A
- St. Charles B
- St. Charles C
- St. Charles D
- 301 Connector

**MTA Commuter Bus Route**

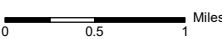
- Connectivity Analysis Boundary
- ▲ Schools/Community Centers
- P Park & Ride
- Municipalities

**WALDORF URBAN AREA BICYCLE/PEDESTRIAN  
CONNECTIVITY ANALYSIS BOUNDARY**


**TRANSIT**  
CHARLES COUNTY, MARYLAND



SCALE



0 0.5 1 Miles





## **Waldorf Urban Area Bicycle / Pedestrian Connectivity Analysis**

Charles County requests assistance in analyzing the connectivity of the Waldorf Urban Area in terms of bicycle and pedestrian traffic. The scope of the proposed analysis includes assessing existing facilities and determining the local needs for improved connectivity, circulation and convenience, in order to enhance safety and promote non-motorized modes of transportation. As part of the analysis, Charles County will supply the recently-collected inventory of bicycle and pedestrian facilities associated with collector and arterial roadways in the Waldorf Urban Area. The inventory will include the existing facility descriptions, associated conditions, existing right-of-way, and surrounding characteristics (residential/commercial, density, commuter/recreational use, etc.). The consultant will be expected to determine the appropriate facility improvement type for each corridor based on land use within the travel-shed, including appropriate transitions as the land use changes (changes in area characteristics, residential to commercial, recreational or commuter, etc.). Once bike/ped facility types (alternatives/options) are developed for each travel-shed, the consultant should provide recommendations based on effectiveness in meeting the project goals of increased connectivity, safety enhancements, and cost vs. benefits. The final product will include recommendations for appropriate facility types, a prioritization schedule for implementation, facility design recommendations, and cost estimates for design and construction.

### **Activity Centers/Inter-Jurisdictional Connectivity**

Similar to previous Transportation / Land-Use Connections Program (TLC) projects completed in other jurisdictions, Charles County seeks to make our main Activity Center, Waldorf, more bicycle and pedestrian friendly while also linking to our southern Activity Center, La Plata. This further enhances our constituent's ability to move throughout the County and promotes using alternative forms of transportation.

The attached Roadway Functional Class Map and Transit Map (Map #1) shows the boundary of the proposed analysis. As shown on the Roadway Functional Class Map, the southernmost boundary extends close to our second largest Activity Center, La Plata. It does not extend to the Town boundary because there is an existing sidewalk network in place. The Roadway Functional Class Map highlights the roads (Major Collector and above) that we are focusing this analysis on. The Transit Map (Map #2) illustrates our bus transportation (VanGo) routes in addition to where the Park & Ride locations are. The enhanced bicycle and pedestrian network will enable local travelers and visitors to navigate within and between Activity Centers through a combination of non-SOV transportation modes. These enhancements will assist Charles County to further encourage the development community to build more walkable-type communities through the local creation of the market demand.

### Relation to the Waldorf Urban Transportation Improvement Plan

The Waldorf Urban Transportation Improvement Plan (WUTIP) was completed through the TLC Program in 2010. The WUTIP focused on estimating the costs of the proposed transportation improvements, prioritization of those projects, and the development of an implementation plan. Our current proposed project complements the WUTIP very well. While the WUTIP mainly focused on road improvements, the Waldorf Urban Area Bicycle / Pedestrian Connectivity Analysis gives cyclists and pedestrians greater access to this corridor. This will ultimately cut down the amount of cars that travel these busy streets and give constituents a safe alternative (other than cars) to get to their destination. The attached Waldorf Urban Redevelopment Corridor (WURC) road layout shows that bicycle and pedestrian safety is paramount in the design of the roadway. Having multimodal transit links between the WURC and the rest of Waldorf will only lead to positive outcomes.

### Public Input/Stakeholder Outreach

As part of the associated public outreach, the County and the consultant should work together to gather input from key stakeholders. This will include community input from neighborhood associations, minority groups, the County Board of Education, civic groups, local bicycle clubs, the Tri-County Council's Bicycle Infrastructure Advisory Committee, the Town of La Plata staff, business community, the local Chamber of Commerce, the Charles County Department of Community Services (Social Services), Charles County Parks and Recreation, etc. At least one public information meeting is envisioned in order to both share the goals of the analysis with the public, and gather input to inform the project of the local bicycle and pedestrian transportation network needs.

### Relation to Other County Plans

The Charles County Bicycle & Pedestrian Master Plan from 2012 focused on the broader picture of what we needed in the County and brought many different plans together, including the general creation of a more bicycle and pedestrian friendly community. However, this study was not very detail oriented and did not get down to the necessary improvements needed to make that objective a reality.

### Budget Request/Scope Alternative

Charles County requests a budget of \$50,000 to complete scope as listed above. In order to keep the project cost down, the County staff has developed an inventory of the facilities envisioned to be within this scope of services and will provide it to the consultant. This will help to bring the cost of the project down, by significantly reducing field work by the consultant. Consultant assistance and leadership will be needed to conduct at least one public outreach meeting as well as assist with stakeholder contact and data gathering. If the available budget is constrained during the project evaluation and selection process, the public outreach component can be transferred to the staff to complete. The County values what we need to

implement much higher than knowing the rough figures of how much each improvement will cost. That can be done internally by our Capital Services Division.

### Summary

Through the development of a bicycle and pedestrian connectivity analysis and resulting bike/ped facility planning document, Charles County will be able to create a more walkable community facilitate mixed-use and transit-oriented development. The requested consultant assistance will enable the County to provide greater circulation between communities, municipalities, and commercial areas, as well provide development the necessary guidance as they bring our development plans to fruition. Through the development of this plan and assessment, the County will also be able to further encourage alternative modes of transportation, reduce congestion, and promote a healthier community.





College Park  
Rhode Island Ave Protected Bike Lane Design -  
30% Design





## **MEMORANDUM**

**TO:** Pre-qualified TLC Firms  
**FROM:** John Swanson, Transportation Planner  
Nicole McCall, Regional Planner  
**SUBJECT:** Project Scope for TLC Rhode Island Ave Protected Bike Lane Design  
**DATE:** July 28, 2017

---

### **PROJECT SCOPE FOR TLC RHODE ISLAND AVE PROTECTED BIKE LANE DESIGN**

#### **FUNDING: \$55,000**

The project will provide 30 percent design drawings and an engineering cost estimate for 1.1 miles of enhanced bicycle facilities along Rhode Island Avenue, from Greenbelt Road to Muskogee St. The project will align with the City's existing efforts on the College Park Trolley Trail.

The College Park Trolley Trail runs continuously from Hyattsville Arts District, through Riverdale Park, through Old Town College Park to mid-town College Park where it terminates at Greenbelt Road. The College Park Trolley Trail transitions to five-foot street bike lanes for the remaining 1.5 miles through North College Park to the City limits. Two substantial needs have been observed in this area: (1) crossing the uncontrolled intersection of Rhode Island Ave and Greenbelt Road (MD 430); and (2) cycling along Rhode Island Avenue (1.5 miles). The City is working with the Maryland State Highway Administration to redesign the uncontrolled intersection of Rhode Island Avenue and Greenbelt Road (MD 430) with a Road Diet to reduce the intersection from four travel lanes down to two, with a large center median to serve as a pedestrian/bike refuge. In addition, the City is currently working with Prince George's county on 30 percent design plans for protected bike lanes along Rhode Island Ave from Muskogee Street to Capital Beltway (0.4 miles). This project will provide the 30 percent design drawings and an engineering cost estimate for protected bike lanes along the remaining 1.1 miles, from Greenbelt Road to Muskogee Street.

Project Tasks - for the construction of protected bike lanes within the Rhode Island Ave Right of Way, from Greenbelt Road to Muskogee Street - approximately 1.1 miles.

- (1) 30 percent design drawings
- (2) An engineering cost estimate
- (3) One community presentation
- (4) One City Council presentation

#### Reference:

- Approval of Technical Assistance Recipients Under the FY 2018 Transportation Land-Use Connections <https://www.mwcog.org/newsroom/2017/05/17/tpb-approves-funding-for-eight-projects-that-integrate-transportation-planning-and-land-use-walkability-bicycling-walking-transit-tlc-program-tpb/>
- FY2018 TLC Projects – Applications Approved for Funding by the TPB May 17, 2017 <https://www.mwcog.org/assets/1/6/FY2018-TLC-Applications-ApprovedProjects.pdf>



**TLC** **FY 2018 PROJECT APPLICATION**  
**TRANSPORTATION/LAND USE**  
**CONNECTIONS**  
TECHNICAL ASSISTANCE

Submit completed applications to  
TLC@mwkog.org by Monday, April 3, 2017 at  
4:00 pm. For questions or comments:  
Lamont B. Cobb  
(202) 962-3234  
[mwkog.org/tlc](http://mwkog.org/tlc)  
[TLC@mwkog.org](mailto:TLC@mwkog.org)

**CONTACT INFORMATION**

Project Name:

Rhode Island Ave Protected Bike Lane Design to Extend Regional Trail Network

Jurisdiction:

City of College Park

Requested Funding:

\$55,000

Primary Contact:

Terry Schum, AICP

Title:

Director

Agency:

College Park, Department of Planning

E-mail:

tschum@collegetparkmd.gov 240-487-3538

Phone:

Secondary Contact:

Steve Beavers

Title:

Community Development Coordinator

Agency:

College Park, Department of Planning

E-mail:

sbeavers@collegetparkmd.gov 240-487-3541

Phone:

Collaborating Agency Contact (if applicable):

Title:

Agency:

E-mail:

Phone:

Implementing Agency Contact (if applicable):

Title:

Agency:

E-mail:

Phone:

This application form, the project overview form, frequently asked questions (FAQs), information about past projects, and more details about the program may be found at [www.mwkog.org/tlc](http://www.mwkog.org/tlc).



**TLC** **FY 2018 PROJECT APPLICATION**  
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**PROJECT DESCRIPTION**

1. Provide a brief project description (1-3 sentences):

The Rhode Island Avenue Protected Bike Lanes project will provide an easy cycling route for all ages and abilities that will serve as an important safety enhancement to a key section of the College Park Trolley Trail. The northern half of the trail provides an on-road connection to the Hollywood Commercial District & Greenbelt Metro. The southern half of the Trolley Trail is a protected shared use path that runs through downtown College Park and now connects beyond the City limits, through Riverdale Park, Hyattsville, and beyond into multiple commercial, residential, and retail districts.

2. Describe the final product resulting from this project (1-2 sentences):

30% design drawings, and accompanying details as needed, for the construction of protected bike lanes within the Rhode Island Ave Right of Way, from Greenbelt Road to Muskogee Street - approximately 1.1 miles. Because the design is anticipated to consist largely of repurposing existing roadway, the 30% design drawings can transition quickly into construction documents or alternatively, the entire project can be constructed in-house.

3. Explain what linkages this project creates between agencies or jurisdictions (1-2 sentences):

The project provides a safe cycling route that connects Greenbelt Metro Station with downtown College Park, Riverdale Park, Hyattsville, and the larger Anacostia Tributary Trails System, which provides direct trail connections to DC, Montgomery County, and multiple municipalities in Prince George's County. The City and County share this ROW and will coordinate on the project.

4. Explain how this project will create clearly defined priorities or next steps (1-2 sentences):

With 30% design drawings and an engineering cost estimate, the City of College Park can apply for grant funding or program funds into our CIP for construction within 12 months.

**LOCAL CONTEXT**

5. Explain any prior or planned public outreach/participation involved with this project (1-2 sentences):

Public outreach occurred during our Bike Boulevards study, a FY 2016 TLC-funded project, where input indicated that Rhode Island Ave was dangerous for cyclists and represented a significant barrier. Public Participation will be involved to help guide design details and discuss trade-off between cyclist protection/safety and traffic flow.

6. Explain how the project will address transportation and land use issues specific to the local community (1-3 sentences):

There is only one direct north-south route joining North College Park with the mid-town neighborhoods, Downtown College Park and nearby commercial/retail directly to the south: US 1. This project will provide a faster and safer option to link Hyattsville, Riverdale Park and midtown/downtown College Park with commercial districts, residents, and the Greenbelt Metro station in North College Park.

**Jurisdiction:**

City of College Park

**Project Name:**

Rhode Island Ave Protected Bike Lane Design

**Requested Funding:**

\$55,000

**Indicate your project type:**



PLANNING



DESIGN

**Indicate whether project is new or update to existing study/design:**



NEW



UPDATE

Check here if your project previously received support through TLC or ULI-TAP.



# TLC FY 2018 PROJECT APPLICATION

## TRANSPORTATION/LAND USE CONNECTIONS

TECHNICAL ASSISTANCE

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[mwkog.org/tlc](http://mwkog.org/tlc)  
[TLC@mwkog.org](mailto:TLC@mwkog.org)

### REGIONAL GOALS AND PRIORITIES

7. Note how the project supports or advances the transportation and land use goals of the Regional Transportation Priorities Plan and Region Forward

(Check those that meaningfully and specifically apply to your project):



#### MULTIMODAL TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following:

- Access and safety improvements to transit stops and stations
- Accessibility for disadvantaged groups (low income families, disabled persons, the elderly, racial/ethnic minorities, or persons with limited English proficiency)
- Complete Streets-related improvements
- Planning and implementation of bicycle and pedestrian facilities
- Safe Routes to School planning
- Streetcars, bus rapid transit and other transit alternatives

If your project is near a rail, streetcar, bus rapid transit or other transit station, identify below:

The project is near the Greenbelt Metro Station, connecting with it, via a short bike boulevard.



#### DIVERSE, MIXED USE COMMUNITIES

Enhances or supports regional Activity Centers and local communities:

- Concentrating growth of jobs and households
- Access to jobs and/or affordable housing for disadvantaged groups
- Mixed-use, compact development

If your project is located in one or more Activity Centers, identify below:

Project provides direct cycling connection between the Greenbelt and College Park Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-motorized travel within one or more Activity Centers

8. Explain what lessons learned or models the project can provide for the region (1-3 sentences):

Repurposing existing pavement/ROW can be an innovative use of public space to extending a trail network in order to reach into more neighborhoods and join nearby activity centers. This can be orders of magnitude cheaper for a municipality to implement, when compared to constructing a new asphalt trail, particularly where new drainage, permitting, and relocated curb/gutter is required.

### DESIGN SUPPLEMENT

Complete these questions for design projects only.

9. Explain strategies identified for funding and implementation of future design components for the project (1-2 sentences):

The City of College Park will seek funds through MDOT's Maryland Bikeways Program. The City will fund all matching requirements for grants if awarded. Additionally, the City is committed to providing annual funds in our capital budget for city-wide bike improvements.

10. Will your project require a site survey?  YES  NO  UNCERTAIN





City of College Park  
240-487-3501  
www.collegeparkmd.gov

Office of the Mayor  
and City Council  
4500 Knox Road  
College Park, MD 20740

Mayor

Patrick L. Wojahn  
5015 Lackawanna Street  
240-988-7763

Councilmembers

District 1  
Fazlul Kabir  
9817 53rd Avenue  
301-659-6295

Christine Nagle  
4500 Knox Road  
240-965-0214

District 2  
P. J. Brennan  
4500 Knox Road  
202-288-5569

Monroe S. Dennis  
8117 51st Avenue  
301-474-6270

District 3  
Robert W. Day  
7410 Baylor Avenue  
301-741-1962

Stephanie Stullich  
7400 Dartmouth Avenue  
301-742-4442

District 4  
Mary C. Cook  
4705 Kiernan Road  
202-213-5579

Dustyn Kujawa  
9238 Limestone Place  
240-620-2105

April 3, 2017

Mr. Kanathur Srikanth  
Director, Department of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002

Re: City of College Park TLC Application for Protected Bike Lane Design  
on Rhode Island Avenue

Mr. Srikanth,

As the Mayor of the City of College Park, I enthusiastically endorse our application to the Transportation Land Use Connection's Technical Assistance Program.

The design plans and ultimate construction of protected bike lanes on Rhode Island Avenue will build upon prior TLC grants that have resulted in a Bike Boulevards Implementation Plan (FY '16), and a Complete Street Policy and Implementation Plan (FY '15). These protected lanes will serve as a 1.5 mile extension of the popular and heavily-used College Park Trolley Trail that accesses mid-town and downtown College Park and also connects with the regional Anacostia Tributary Trails network. With the completion of the protected bike lanes, North College Park residents, as well as those beyond, will have safe and easy access to an expansive trail network, with many activity centers and amenities. This application will also leverage the City-wide bike share program that we implemented last year, in conjunction with the University of Maryland. We look forward to your assistance with funding for the design of these high-quality bike lanes that we anticipate will be widely accepted by cyclists of all abilities.

Sincerely,

Patrick L. Wojahn  
Mayor



## **Overall Scope, Location, and specific design work requested**

With the completion of the College Park Trolley Trail segment through the Riverdale Station development, it now runs continuously from the Hyattsville Arts District, through Riverdale Park, through Old Town College Park to mid-town College Park where it terminates at Greenbelt Road, connecting 3 cities with a safe convenient cycling route for all ages and abilities (Figure 1). However, in the northern section, the trail transitions to 5' on-street bike lanes for the remaining 1.5 miles through North College Park to the City limits. Because these unprotected lanes run along Rhode Island Ave (with an average daily traffic volume approaching 20,000) they are sparsely used compared to the rest of College Park's trail system. Accordingly, College Park is requesting design services for 30% designs toward the construction of protected bike lanes within the Rhode Island Ave Right of Way, from Greenbelt Road to Muskogee Street - approximately 1.1 miles. The City is already currently in 30% design for protected bike lanes for the remaining 0.4 miles from Muskogee Street to the Capital Beltway, the approximate boundary between College Park and Beltsville (Figure 2).

The ROW for the requested segment of Rhode Island Ave consists of a 2-lane minor arterial owned and maintained by Prince Georges County and two buffered service roads – one on each side of the main arterial maintained by the City (Figure 3). It's within this overall ROW that College Park wishes to provide protected bike lanes from Greenbelt Road north to Muskogee Street, where the service lanes terminate, and where they will meet up with remaining protected bike lanes currently in the design phase. We anticipate that these protected bike lanes will generally be designed within the main arterial or within the service road, or possibly a combination of both.

### **Benefits to the local community and region**

The requested design assistance for protected bike lanes along Rhode Island Ave will directly connect North College Park and the Greenbelt Metro Station with the expansive local and regional trail system; the protected bike lanes will provide an effective safety enhancement to the Trolley Trail. The trail serves users travelling within the Hollywood residential and commercial area to downtown College Park; through Riverdale, where a new grocery store is about to open; the Riverdale MARC station; and the Hyattsville Arts District.

Additionally, the trail connects with the regional Anacostia Tributary Trail System, which extends toward Downtown Silver Spring and into Major activity centers within the District of Columbia (figure 1). Within the Hollywood neighborhood, the protected bike lanes will connect schools, neighborhoods, parks, a Metro Station, and the Hollywood Commercial District. The ability to access and connect these amenities is a benefit to both the local and regional users.

### **Connections to Regional Policies and Priorities**

MWCOG's *Region Forward* has set transportation related goals that 1) increase accessible and affordable transportation choices; minimize driving reliance; and maximizes community connectivity and walkability. The construction of the subject protected bike lanes will provide a safe, direct, and comfortable biking connection to the local and regional trail systems, for all of North College Park and Greenbelt Metro Station users.

### **Why 30% Design cannot otherwise be funded**

College Park has committed funds to improving cycling facilities through the incorporation of a bikeshare program, new bike lanes, and the construction of bike boulevards, and installing bike racks, as well as funding

30% design for the City's first protected bike lane segment. Because small municipalities have limited resources from which to draw funds, the TLC grant would progress a design that would not likely get funding internally for several years.

### **Strategies to Complete Design Components and seeking Future Funding**

Available funding opportunities for completion of this project, from 30% Design through to construction, includes MDOT's Maryland Bikeways. The City will supplement these grants with funds from our capital budget for city-wide bike improvements.

### **Results of Prior Planning & Public Participation**

Prior Planning efforts and public feedback during the TLC-funded Bike Boulevards Plan (FY 16) indicated two substantial safety needs for cyclists: 1) crossing the uncontrolled intersection of Rhode Island Ave and Greenbelt Road (MD 430); and 2) Cycling along Rhode Island Avenue, in general. The City of College Park has worked with SHA to redesign Greenbelt Road with a Road Diet at this intersection to reduce it from four travel lanes down to two, with a large center median to serve as a pedestrian/bike refuge. Final Design is expected to be finished soon, with construction expected within a year. The project for 30% design drawings for Protected Bike Lanes is expected to address the overall safety of the existing cycling conditions on Rhode Island Ave. In areas such as College Park where there is a latent cycling demand, Protected Bike Lanes have been demonstrated to vastly increase the number of bikes along a given corridor.

### **Collaboration with other agencies**

The City has collaborated with SHA on design of an improved crossing for Rhode Island Ave at Greenbelt Road (MD 430), where the College Park Trolley Trail terminates. Additionally, we are currently working with Prince Georges County on 30% design plans for protected Bike lanes along Rhode Island Ave from Muskogee Street to the Capital Beltway and will coordinate with them on this project.

### **Incorporation of Diversity and/or Equity Goals in Prior Planning**

College Park has a particularly diverse community, both ethnically and economically. It is City policy to have neighborhoods accessible by all modes. North College Park, where the project is located is more diverse than the City as a whole.



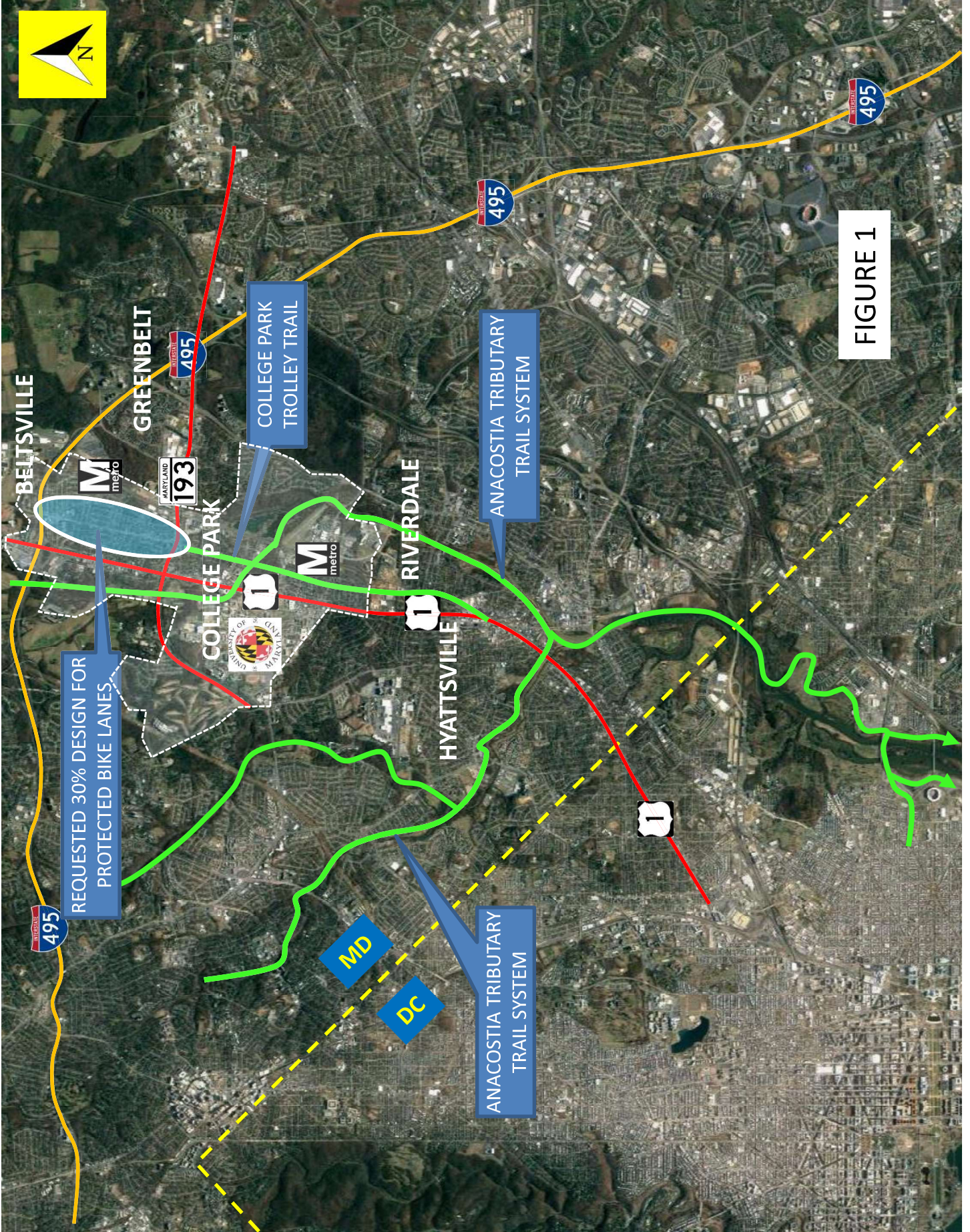


FIGURE 1

REQUESTED 30% DESIGN FOR PROTECTED BIKE LANES

COLLEGE PARK TROLLEY TRAIL

ANACOSTIA TRIBUTARY TRAIL SYSTEM

ANACOSTIA TRIBUTARY TRAIL SYSTEM

MD

DC

BELTSVILLE

GREENBELT

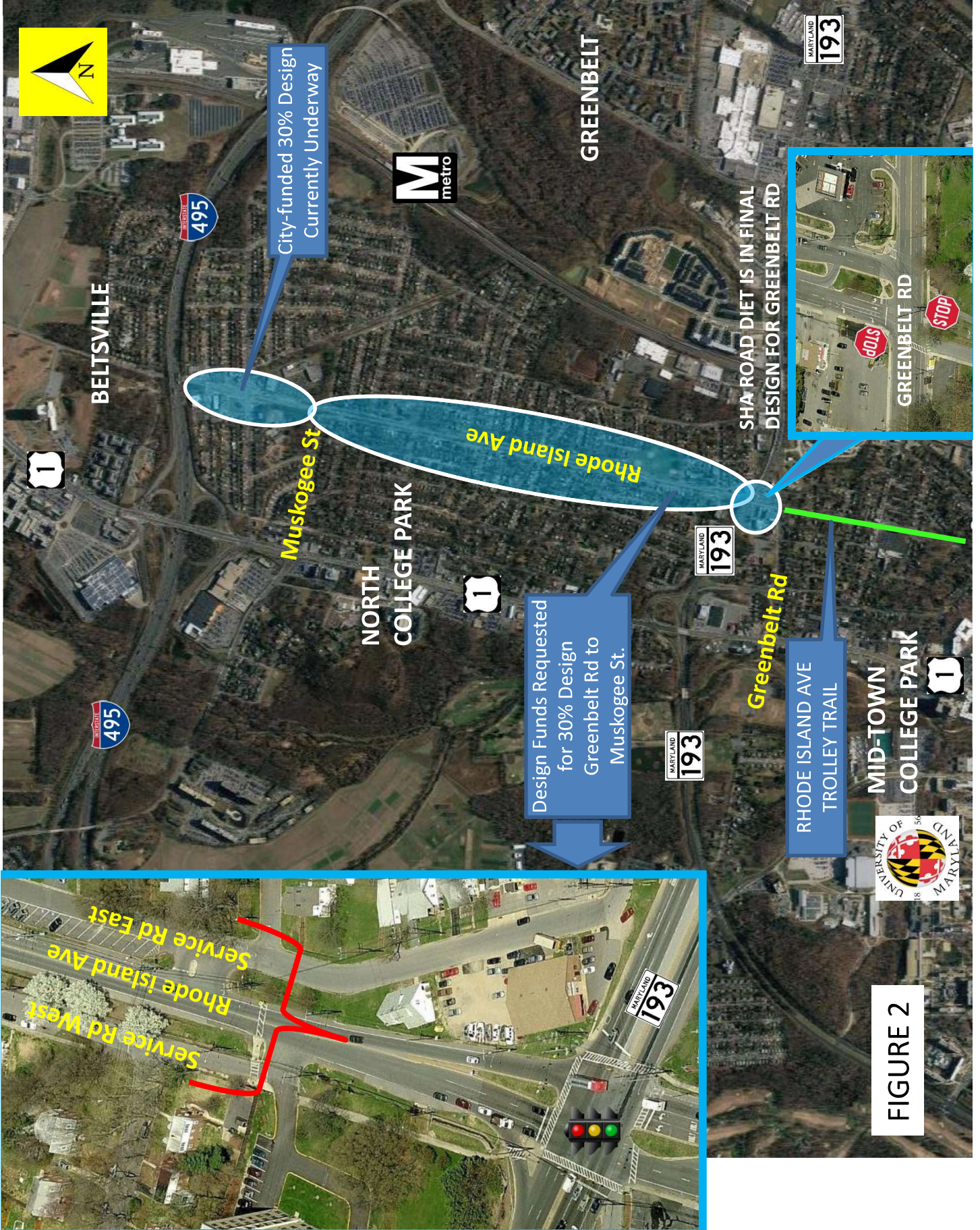
COLLEGE PARK

RIVERDALE

HYATTSVILLE



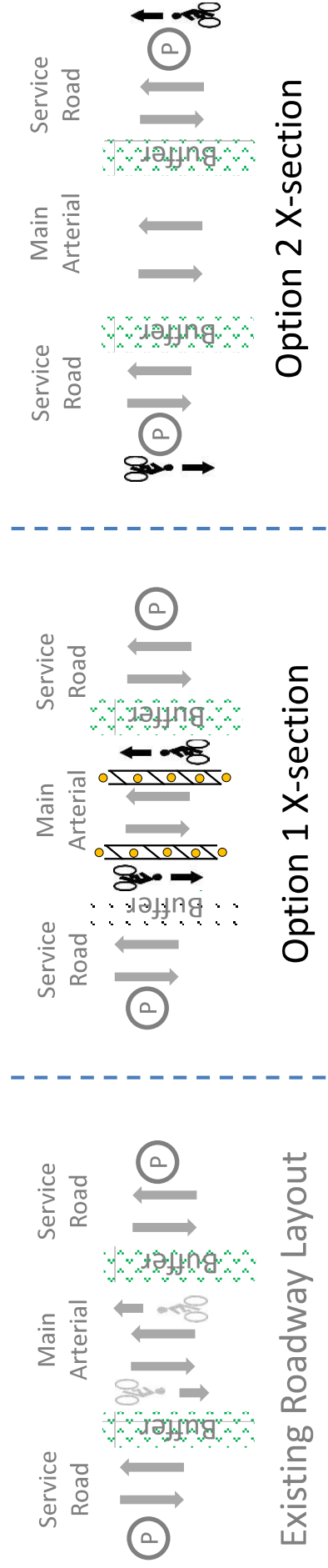
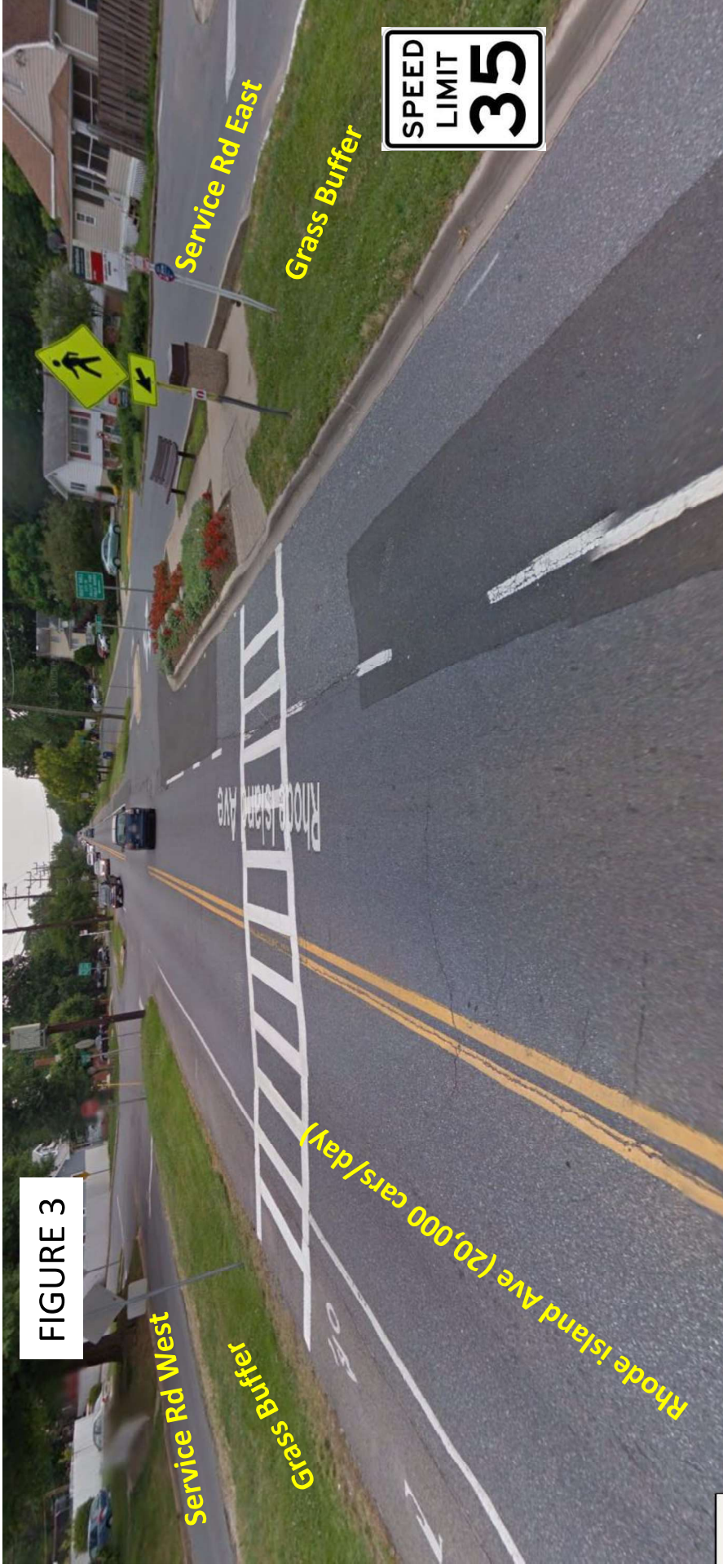




**FIGURE 2**



FIGURE 3



Existing Roadway Layout

Option 1 X-section

Option 2 X-section



Montgomery County  
Developing Educational Materials for BiPPAs  
and Bikeways Program







## **MEMORANDUM**

**TO:** Pre-qualified TLC Firms  
**FROM:** John Swanson, Transportation Planner  
Nicole McCall, Regional Planner  
**SUBJECT:** Project Scope for TLC Developing Educational Materials for New Infrastructure in BiPPAs and Bikeways Program  
**DATE:** July 28, 2017

---

### **TLC DEVELOPING EDUCATIONAL MATERIALS FOR THE NEW INFRASTRUCTURE IN BIPPAS AND BIKEWAYS PROGRAM**

**FUNDING: \$60,000**

This project will produce bilingual/ADA educational training material to alert users of new infrastructure planned for the 30 Bicycle and Pedestrian Priority Areas (BiPPAs) and Bikeways program in Montgomery County. The training material will include interactive videos, traffic safety/wayfinding signs, and graphics to teach users how to safely navigate the new infrastructure. The educational training materials will be piloted in White Flint and Silver Spring Activity Centers. It will also be recommended that the material be added to Maryland Driver's Manuals.

Project Deliverables for Developing Educational Materials for New Infrastructure in BiPPAs and Bikeways Program:

Task 1 (Month 1 & 2): Draft technical memorandum on the state of practice of national educational training materials that can be shared publicly for comments

- Evaluate current educational training materials found nationally for the new infrastructure.

Task 2 (Month 3 & 4): Draft technical memorandum on the state of practice of local educational training materials.

- Collaborate with the Montgomery County Bicycle Action Group (MCBAG), the Pedestrian, Bicycle, and Traffic Safety Advisory Committee (PBTSAC), Montgomery County National Parks and Planning Commission (MCNPPC), Capital Bikeshare, Washington Area Bicyclist Association (WABA) and Montgomery County Police (MCP) on proposed best practices from other regions and how to update current local educational material. Consult with Spanish speaking experts and ADA compliant experts to ensure their planned proposal is understood.

Task 3 (Month 5 & 6): Develop bilingual (English and Spanish) and ADA compliant educational training material explaining user interactions with the new infrastructure in multiple formats, including print, mobile app, and video

- Write an update to the various State of Maryland Motor Vehicle Driver's license manuals for the new infrastructure
- Create appealing printed material and a series of training videos explaining user interactions with the new infrastructure
  - Develop material so that it can be merged into a single app for field teaching purpose
  - Produce video so that it can be cut into clips for each BiPPA infrastructure element

Task 4 (Month 7 & 8): Conduct a feedback group and review material with groups approached in task 2; identify how material can complement and be incorporated within current safety campaigns

Task 5 (Month 9 & 10): Launch test pilot best practices program in BiPPA areas (White Flint and Silver Spring) where the new infrastructure has already been installed or constructed, with diverse local groups including through town hall meetings.

- Meetings to be conducted with various stakeholders, including local residents, advisory groups, and local community groups
- The educational program should be reviewed with bilingual focus groups, ADA groups, and town halls
- Act as advisor to the County on the above meetings
- Following the meetings, make all necessary changes to the best practices
- If time and budget permit, conduct public surveys in the field and online surveys in the pilot areas to determine if the educational materials are effective.

Montgomery County will own all rights to the educational training materials including art work; training material will be available on MCDOT and available to the public to download and view

Reference:

- Approval of Technical Assistance Recipients Under the FY 2018 Transportation Land-Use Connections <https://www.mwcog.org/newsroom/2017/05/17/tpb-approves-funding-for-eight-projects-that-integrate-transportation-planning-and-land-use-walkability-bicycling-walking-transit-tlc-program-tpb/>
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[TLC@mwkog.org](mailto:TLC@mwkog.org)

**CONTACT INFORMATION**

Project Name:

Developing Educational Materials for the new infrastructure in BiPPAs and Bikeways Program

Jurisdiction:

Montgomery County

Requested Funding:

\$60,000

Primary Contact:

Gary Erenrich

Title:

Special Assistant to the Director

Agency:

Montgomery County Department of Transportation

E-mail:

[gary.erenrich@montgomerycountymd.gov](mailto:gary.erenrich@montgomerycountymd.gov)

Phone:

(240) 777-7156

Secondary Contact:

Chris Conklin

Title:

Deputy Director of Transportation Policy

Agency:

Montgomery County Department of Transportation

E-mail:

[christopher.conklin@montgomerycountymd.gov](mailto:christopher.conklin@montgomerycountymd.gov)

Phone:

(240) 777-7198

Collaborating Agency Contact (if applicable):

David Anspacher

Title:

Bike Master Plan Project Manager

Agency:

Montgomery County Planning Department

E-mail:

[david.anspacher@montgomeryplanning.org](mailto:david.anspacher@montgomeryplanning.org)

Phone:

(301) 495-2191

Implementing Agency Contact (if applicable):

Title:

Agency:

E-mail:

Phone:

This application form, the project overview form, frequently asked questions (FAQs), information about past projects, and more details about the program may be found at [www.mwkog.org/tlc](http://www.mwkog.org/tlc).



# TLC FY 2018 PROJECT APPLICATION

## TRANSPORTATION/LAND USE CONNECTIONS

TECHNICAL ASSISTANCE

Submit completed applications to [TLC@mwkog.org](mailto:TLC@mwkog.org) by Monday, April 3, 2017 at 4:00 pm. For questions or comments:  
Lamont B. Cobb  
(202) 962-3234  
[mwkog.org/tlc](http://mwkog.org/tlc)  
[TLC@mwkog.org](mailto:TLC@mwkog.org)

### PROJECT DESCRIPTION

1. Provide a brief project description (1-3 sentences):

Develop new bilingual/ADA educational training material to alert users (cyclists, pedestrians, and motorists) of the new safety infrastructure planned in Bicycle and Pedestrian Priority Areas (BiPPAs) and the Bikeways Program Areas. The new safety infrastructure planned includes On/Off Road Raised 1 or 2 Way Separated Bike Lanes, Shared-Lane Markings, Buffered Bike Lanes, green pavement markings, 2 stage turn queue boxes, and bike boxes as proposed by the Montgomery County Parks & Planning Commission (MNCPPC). The educational training materials will be piloted in White Flint and Silver Spring.

2. Describe the final product resulting from this project (1-2 sentences):

The bilingual/ADA educational training materials to include interactive videos, traffic safety/wayfinding signs, and graphics to teach users how to safely navigate the new infrastructure. These will be downloadable materials on county's website, YouTube and MCDOT will promote through social media for the benefit of other jurisdictions to enhance safety and awareness for all users. MCDOT to pilot program in White Flint and Silver Spring.

3. Explain what linkages this project creates between agencies or jurisdictions (1-2 sentences):

It will be a partnership with MNCPPC & MCDOT as Planning designed the guidelines for the new infrastructure & included in the proposed Master Bicycle and Pedestrian plans and MCDOT engineered and installed the new infrastructure in Silver Spring & White Flint. Agencies will work together to develop best practices to educate the public in our region (30 planned county BiPPAs & others in D.C. region).

4. Explain how this project will create clearly defined priorities or next steps (1-2 sentences):

The project's defined priorities are to assemble a standard for a best practices program for navigating new infrastructure. The best practices program would be created and developed into a bilingual downloadable educational program that would be available on MCDOT's website, App, and appealing instructional video for navigating infrastructure and terms that general public are unaware of.

### LOCAL CONTEXT

5. Explain any prior or planned public outreach/participation involved with this project (1-2 sentences):

The County Executive has made bicycling & pedestrian safety a priority, & we consult Montgomery County Bicycle Advisory Group (MCBAG) and the Pedestrian, Bicycle, Transit, Safety Advisory Committee (PBTSAC). The educational program will be vetted through bilingual focus groups & town halls as we learned that straight translation is not easily understood with technical/transportation materials.

6. Explain how the project will address transportation and land use issues specific to the local community (1-3 sentences):

The local community must now safely navigate new infrastructure that is unfamiliar to most of the suburban public, who do not know how to interpret the new road markings. The new infrastructure elements, mostly bicycle facilities, will be encountered by the general public often with 30 planned BiPPAs and minor Bikeways projects. The bilingual and ADA educational materials will be necessary to help people avoid conflicts and reduce perceived barriers of use.

#### Jurisdiction:

Montgomery County

#### Project Name:

Developing Educational Materials for the new infrastructure in BiPPAs and Bikeways Program

#### Requested Funding:

\$60,000

#### Indicate your project type:



PLANNING



DESIGN

#### Indicate whether project is new or update to existing study/design:



NEW



UPDATE

Check here if your project previously received support through TLC or ULI-TAP.



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**REGIONAL GOALS AND PRIORITIES**

7. Note how the project supports or advances the transportation and land use goals of the Regional Transportation Priorities Plan and Region Forward

(Check those that meaningfully and specifically apply to your project):



**MULTIMODAL TRANSPORTATION OPTIONS**

Provides, enhances, supports, or promotes the following:

- Access and safety improvements to transit stops and stations
- Accessibility for disadvantaged groups (low income families, disabled persons, the elderly, racial/ethnic minorities, or persons with limited English proficiency)
- Complete Streets-related improvements
- Planning and implementation of bicycle and pedestrian facilities
- Safe Routes to School planning
- Streetcars, bus rapid transit and other transit alternatives

If your project is near a rail, streetcar, bus rapid transit or other transit station, identify below:

All Montgomery County BiPPAs include transit station, bike racks, and existing or planned bikeshare.



**DIVERSE, MIXED USE COMMUNITIES**

Enhances or supports regional Activity Centers and local communities:

- Concentrating growth of jobs and households
- Access to jobs and/or affordable housing for disadvantaged groups
- Mixed-use, compact development

If your project is located in one or more Activity Centers, identify below:

Silver Spring and White Flint (pilots) and others.

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-motorized travel within one or more Activity Centers

8. Explain what lessons learned or models the project can provide for the region (1-3 sentences):

Enhance safety as motorists and pedestrian understand how to navigate the new bicycle infrastructure and learn new terms. MCDOT and MNCPPC will work together in a partnership as these projects are ongoing in the county. There is a strong need for a bilingual and ADA compliant educational program that could be expanded as new infrastructure is installed throughout the county and may serve as a model for other regions. The pilot educational program is planned to be launched in Silver Spring and White Flint Area.

**DESIGN SUPPLEMENT**

Complete these questions for design projects only.

9. Explain strategies identified for funding and implementation of future design components for the project (1-2 sentences):

10. Will your project require a site survey?  YES  NO  UNCERTAIN



# LETTERS OF SUPPORT



OFFICES OF THE COUNTY EXECUTIVE

Isiah Leggett  
County Executive

Timothy L. Firestine  
Chief Administrative Officer

March 29, 2017

The Honorable Bridget Donnell Newton  
Chair, National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capital Street, N.E., Suite 300  
Washington, DC 20002

Dear Chairman Newton:

I am pleased to offer this letter of support for the County's application to the National Capital Region Transportation Planning Board's (TPB) Transportation/Land-Use Connections (TLC) Technical Support Program to develop new bike infrastructure educational materials that include new designs such as the separated bike lanes being implemented by Montgomery County. This planning project would develop new educational and training materials for cyclists, motorists, and pedestrians to alert them of the new bicycle infrastructure per the new M-NCPPC design guidelines. The project should result in safe and enjoyable bicycling and walking that will support Montgomery County's investment in bicycling facilities. Increased biking to Metrobus and Metrorail is an important ongoing goal for Montgomery County, and we support improvements towards furthering this goal. The educational materials will be in English and Spanish, and will be designed for use in drivers' manuals and local educational campaigns.

We appreciate the opportunity to work with you and the TPB on this project to improve bicycle and pedestrian safety, and to strengthen the connections between transportation and land use in Montgomery County. We believe the study results and lessons learned would be beneficial and would apply not only in Montgomery County, but also in other communities in the Metropolitan Washington Region and across Maryland.

If you have questions, or need additional information, please contact Gary Erenrich, Special Assistant to the Director in the Department of Transportation, at 240-777-7156.

Sincerely,

Timothy L. Firestine  
Chief Administrative Officer

TLF:ge

---

101 Monroe Street • Rockville, Maryland 20850  
240-777-2500 • 240-777-2544 TTY • 240-777-2518 FAX  
[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)



**MONTGOMERY COUNTY PLANNING BOARD**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIR

March 29, 2017

The Honorable Bridget Donnell Newton  
Chair, National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capital Street, NE, Suite 300  
Washington, DC 20002

Re: FY2018 MWCOG Transportation & Land Use Connections Grant Application

Dear Chair Newton:

I am pleased to support Montgomery County's application to the Transportation & Land Use Connections (TLC) Technical Support Program to develop new bicycle infrastructure educational materials. Montgomery County is implementing a network of separated bike lanes in the White Flint and Silver Spring areas and updating its Bicycle Master Plan to include separated bike lanes, neighborhood greenways, and shared streets. This planning project would develop new educational and training materials for cyclists, motorists, and pedestrians to alert them of the new bicycle infrastructure. The project is intended to create safe and enjoyable bicycling and walking environments that will support the County's investment in bicycling facilities. Increased bicycling to Metrobus and Metrorail is an important ongoing goal for Montgomery County and we support improvements towards furthering this goal. The educational materials will be in English and in Spanish and will be designed for use in driver's manuals and in local educational campaigns.

If you have questions or need additional information, please contact Mr. Gary Erenrich, Special Assistant to the Director in the Montgomery County Department of Transportation at 240-777-7156.

Sincerely,

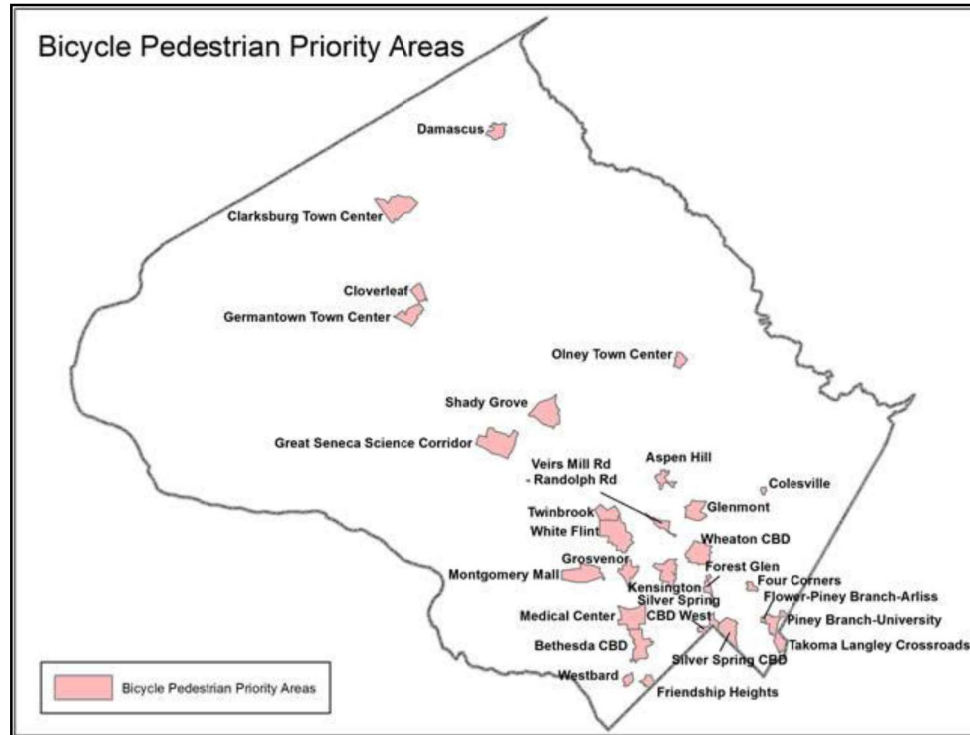
A handwritten signature in black ink, appearing to read "Casey Anderson".

Casey Anderson  
Chair, Montgomery County Planning Board



MAPS

# 30 Planned BiPPAs in Regional Activity Centers that will have new planned safety infrastructure



**Activity Centers in**

g  
own  
burg Metropolitan Grove  
burg Kentlands  
burg Central

Life Sciences Center – Gaithersburg  
Rockville Crown  
Rockville King Farm-Research Center – Shady Grove  
Rockville Montgomery College  
Rockville Town Center  
Rockville Tower Oaks  
Rockville Twinbrook  
Olney  
Rock Spring  
White Flint  
Grosvenor  
Kensington  
Glenmont

Wheaton  
White Oak – FDA  
NIH – Walter Reed National Military  
Medical Center  
Bethesda  
Silver Spring

Takoma Park  
Langley Park

Example of Silver Spring



Example of White Flint



# SUPPORTING DOCUMENTS



## **Introduction:**

Montgomery County Department of Transportation (MCDOT)'s planning project is to develop new bilingual and ADA compliant educational and training materials for cyclists, motorists, and pedestrians for the new infrastructure planned for the 30 Bicycle and Pedestrian Priority Areas (BiPPAs) and Bikeways program in Montgomery County. BiPPAs are areas designed with all users in mind including those within diversity and equity areas; and follow the complete streets policy. This project would be unique because it serves several categories: bicycle and pedestrian safety and access, complete streets policy guidance, and the 30 BiPPAs are in areas where there are existing transit stations, activity centers, and high pedestrian traffic. The 30 planned BiPPAs are listed in our regional policy goals with the Montgomery County Department of Transportation Priority Letter, State of Maryland Capital Improvement Program, County Executive Ike Leggett's Pedestrian Safety Initiative, and Master Bicycle and Pedestrian Plans. The first two new infrastructure projects are in the White Flint and Silver Spring areas, which are a highly diverse community. The new infrastructure planned for the BiPPAs and Bikeways program has created a strong need to create a best practices educational training program (best practices) to navigate their unique infrastructure.

The new infrastructure has several bicycle facilities planned such as buffered bike lanes, raised separated bike lanes, separated bike lanes, shared-lane markings, and one- and two-way separated bike lanes, bike boxes, sharrows, two stage queue boxes, and green pavement markings. Many of these bicycle facilities are new concepts to cyclists, pedestrians, and drivers. This infrastructure was installed with cross-jurisdictional collaborative input from local community groups, governments, and advocacy groups to increase access to safe travel for all users including pedestrians, ADA users, bicyclists, motorists, transit users, and travelers of all ages and abilities. This new infrastructure will become increasingly prevalent throughout the county as the proposed MNCPPC Master Bicycle and Pedestrian Plan is implemented.

The project's deliverable will educate the local community of all ages and abilities of the new infrastructure. Seniors, adults, and new drivers are unfamiliar with the new infrastructure because it is not found in the Maryland Driver's Handbook. Designated areas for cyclists, pedestrians, ADA complaint signaling, and areas where there were previously none will be confusing to the community. The visually impaired and disabled may not know of these changes to curbs, poles, streets, and sidewalks. The business community will encounter areas where there are no delivery designated areas and moved to a different location. Bilingual educational materials are necessary and should be tested with Spanish speaking experts. Montgomery County is a diverse community and is one of the only suburban areas in the region with the new bicycle facilities planned including separated bicycle lanes and green markings. MCDOT and MNCPPC will work together in a partnership as these projects are ongoing in the county; and creates a strong need for a strong bilingual and ADA compliant best practices that that may serve as a model for other regions.

## **Project Scope and Plan:**

The project's ultimate deliverable will be to create and assemble best practice educational materials for all users on how to navigate new infrastructure. The best practice materials will be vetted through the local advocacy groups, and with the pilot educational training materials to be tested in the diverse White Flint and Silver Spring communities where the new infrastructure exists currently or being constructed; it will be recommended to be added to Maryland Driver's Manuals.

The project's scope of work will be to create best practices by standardizing how users should navigate new infrastructure. The "bilingual" best practices must have graphic illustrations, interactive video, wayfinding/traffic safety signage, instructional video of interacting with the new infrastructure, and be ADA compliant. The first task in Month 1 and Month 2 will be an evaluation of current educational training

materials found nationally for the new infrastructure. The project deliverable will be to create a draft technical memorandum on the state of new infrastructure in BiPPA educational materials nationally that can be shared publicly for comments.

The second task in Month 3 and Month 4 will be collaborate with the Montgomery County Bicycle Action Group (MCBAG), The Pedestrian, Bicycle, and Traffic Safety Advisory Committee (PBTSAC), Montgomery County National Parks and Planning Commission (MCNPPC), Capital Bikeshare, Washington Area Bicyclist Association (WABA) and Montgomery County Police (MCP) on the proposed best practices from other regions and the current local educational material on how to update them. We will consult with Spanish speaking experts and ADA compliant experts to ensure their planned proposal is understood. The second task's project deliverable would be a technical memorandum on the state of the local educational training materials.

The third task in Month 5 and Month 6 will be to create and produce best practices bilingual and ADA compliant educational training materials. The print, mobile app, and video materials would be created in both English and Spanish plus ADA compliant. An update to the various State of Maryland Motor Vehicle Driver's license manuals would be written for the new infrastructure. The project's materials will be created with appealing printed material and a series of training videos explaining user interactions with the new infrastructure, additionally, it could be created into a single field app for field teaching purposes. For example, a series of live action videos could explain the following: separated bikelanes adjoining a parking area; end point of separated bikelane where cyclists must re-enter the regular traffic stream; demonstrations of why it is important that delivery vehicles not park in bikeways; how a pedestrian and a cyclist should use/share a "shared path"; how a cyclist and a motorist should use/share a "sharrow"; how to interact with a "bike box" at an intersection; and what are green hatched roadway lines. Montgomery County would own all rights to the educational training materials including art work and would be made available to MCDOT for all to download and view as a benefit to the entire region.

The fourth task in Month 7 and Month 8 would be a feedback program with groups approached in task 2 of the program. This project would be developed for incorporation within current safety campaigns. Some examples are provided that may fit the best practices materials. For example, the Metropolitan Washington Council of Governments "Street Smart Safety Campaign" as this campaign aims to reduce the number of pedestrian and cyclist injuries and deaths. The county's "Heads Up in Parking Lots" campaign to reduce collisions in parking facilities, and add in explanation of why to not park in separated bike lanes. "Safe Routes to School" aims to improve transit safety for students, and add to the campaign the opportunity to teach the new BiPPAs infrastructure.

The final task in Month 9 to Month 10 would be the launch of the test pilot best practices program in BiPPA areas that have already implemented the new infrastructure. The best practices program would be piloted in the White Flint and Silver Spring areas with diverse local groups including through town hall meetings. Meetings would be setup with various stakeholders in each area including local residents, advisory groups, and local community groups. The educational program would be brought to bilingual focus groups, ADA groups, and town halls as straight translation is not easily understood with technical transportation documents. The consultant could act as an advisor to the county on such meetings and make all necessary changes to the best practices. Tasks, if time and budget permit, would be conduct public surveys in the field and online surveys in these pilot areas to determine if the educational materials are effective.

#### **Case Study of White Flint:**

In 2016, major changes were made to Nebel Street as part of the Bikeways Program project. Nebel Street was changed to allow for six-foot-wide bike lanes with striped buffering on both sides of the street with posts separating them from moving vehicles. Nebel Street lost side street parking for the installation of these bike lanes, and a two-stage turn queue box was installed at the intersection of Nebel Street and Randolph Road. Drivers found that they now had separated bicycle lanes, lost street parking, and had bicyclists making left turns. Drivers need to understand that bicyclists can now make left turns, and delivery drivers need to be aware that they can no longer do pickup and deliveries along certain curbsides. All users of public rights-of-way will need to understand how to navigate the new infrastructure within BiPPAs as shown in the proposed MNCPPC design guidelines.

### **Project Deliverables:**

**Task 1:** Draft technical memorandum on the state of practice of National educational training materials.

**Task 2:** Draft technical memorandum on the state of practice of local educational training materials.

**Task 3:** Develop bilingual and ADA compliant educational training material in multiple formats for use in educational campaigns in BiPPA's including all original materials that can be ready for duplication by others including a navigation of infrastructure concept video for each infrastructure encountered. This video would be able to be cut into video clips for each BiPPA infrastructure element. The materials must be downloadable, available on YouTube, and on an App so other regions may use them.

**Task 4:** Document how the materials in Task 3 can be improved and implemented in current regional campaigns. The consultant would advise marketing department on presenting the materials via social media, YouTube.com, website, and App to the public.

**Task 5:** Consultant to be an educational advisor to MCDOT on the new infrastructure. The consultant would present the materials or advise local MCDOT officials at existing townhalls in the White Flint and Silver Spring test pilot areas. Tasks, if time and budget permit, would be conduct public surveys in the field and online surveys in these pilot areas to determine if the educational materials are effective.

### **Conclusion:**

Montgomery County will benefit greatly from a best practices program. The best practices program will teach and prepare the local community for the new infrastructure for the BiPPAs and Bikeway program areas that has been put in place to enhance safety. The best practices program will serve the diverse community including the vision impaired, ADA members, Spanish members, and elderly members of the community. We will coordinate with advisory committees that many of these members are represented. Montgomery County will receive public comments and provide public opportunities for all to comment on the BiPPA educational training materials best practices. We will test these materials widely before public distribution. The educational training materials will improve safety for all users and the work can be directly applicable to other regional safety campaigns as the general public will be navigating new infrastructure county-wide that is new and unfamiliar terms that most of the suburban public has never encountered or understand to know what it means. The new infrastructure elements, mostly bicycle facilities, will be encountered by the general public often with over 30 planned BiPPAs and additional minor Bikeway programs that are currently in planning, design, or construction phase in Montgomery County. The bilingual and ADA educational materials will become a necessity to help the underserved population of Montgomery County avoid conflicts with safety and reduce perceived barriers of use.

**Scaled Down should this project not be fully funded:**

If MCDOT's project is not fully funded, the project can be scaled down. Instead of completing Task 1, we could depend on the consultant's local knowledge of national programs. The consultant could proceed to Task 2 and write a technical memo on the current educational materials available in BiPPAs.

In Task 3, the consultant would create a 10-minute video of navigating the new BiPPA infrastructure that the rights would be owned by MCDOT. The consultant would create the print materials in a PowerPoint Presentation with photographs and MCDOT would own the rights to the PowerPoint presentation. The most important part of this project is to develop the best practices educational training materials for navigating BiPPAs infrastructure. The best practices educational training materials should be original and MCDOT should own the rights to all educational training materials so they can be reproduced as needed. Once we have the original materials on hand, the consultant could move to task 4. The consultant would obtain input from Montgomery County local bicycle and pedestrian advisory groups on the training materials as needed. Then, the consultant would make any changes necessary and complete the final product.

The final project deliverable will be a PowerPoint presentation with photographs of each new infrastructure encountered in a BiPPA and how to navigate it. The navigation of the new infrastructure will be created with all users in mind including Spanish speakers, ADA members, children, pedestrians, motorists, and bicyclists. Included in the PowerPoint presentation or as a standalone YouTube Video, will be a 10-minute video of how to navigate all encountered infrastructure in a BiPPA and this video can be easily edited to 10 clips of each new infrastructure. The video would be original artwork and will be owned by MCDOT for publication and distribution.



Prince George's County  
WB&A Trail Extension Feasibility Analysis





## MEMORANDUM

**TO:** Pre-qualified TLC Firms  
**FROM:** John Swanson, Transportation Planner  
Nicole McCall, Regional Planner  
**SUBJECT:** Project Scope for TLC Washington, Baltimore and Annapolis Trail Extension Feasibility Analysis  
**DATE:** July 28, 2017

---

### PROJECT SCOPE FOR TLC WASHINGTON, BALTIMORE AND ANNAPOLIS TRAIL EXTENSION FEASIBILITY ANALYSIS

**FUNDING: \$30,000**

The project will produce a feasibility analysis that will examine the potential for extending the existing six-mile Washington, Baltimore, and Annapolis (WB&A) Trail along the north side of MD 704 from its existing terminus in Lanham to the DC Line near Seat Pleasant. The report will include a proposed alignment, potential design issues, implementation phases, funding sources, and illustrative sketches of proposed trail sections.

Providing a complete, off-road cross-county trail connection from the Patuxent River to Washington, D.C. has been recommended by both the 2009 Approved County-wide Master Plan of Transportation (MPOT) and the 2010 Approved Subregion 4 Master Plan. To achieve this, side path or wide sidewalk construction with designated bike lanes is recommended along the north side of MD 704 (District of Columbia to I-495). In addition, where appropriate, excess capacity along MD 704 may be used to accommodate improved bicycle and pedestrian facilities.

Projects Objectives – Washington, Baltimore, and Annapolis Trail Extension Feasibility Analysis

- (1) Determine the feasibility of extending the WB\_A Trail along MD 704
  - Evaluate the existing road and right-of way constraints
  - Determine if and how a shared use path can conceptually be retrofitted along the existing road within the available space
  - Determine the opportunities and constraints of existing sidewalk to shared use path where the road is not being dieted
- (2) Coordinate planning for the trail with ongoing road diet projects along segments of the corridor being initiated by SHA
  - Research on-going or planned SHA work along the corridor (including road diets)
- (3) Facilitate initial agency and community stakeholder input on the project (1 agency meeting and 1 community meeting)
- (4) Identify issues, opportunities, and constraints along the corridor that will inform future design work
  - Identify issues that will require more detailed design work, such as:
    - Intersections where accommodating bicycles or pedestrians is a challenge
    - Segments where the standard for a full shared-use side path cannot be met
    - Areas with right-of-way constraints or other obstacles that need to be overcome

Project Deliverables:

- (1) Feasibility study compiling existing conditions, stakeholder input, identification of issues, and development of initial recommendations/next steps
- (2) Several illustrative concepts that show how the trail will look along the road or how the space within the right-of-way can be reallocated to accommodate the trail
- (3) Identification of appropriate phasing or potential funding sources
- (4) A project map or poster depicting how the trail along MD 704 will combine with the existing WB&A Trail to provide a cross county connection with links central Prince George's County with both Washington D.C. and Anne Arundel County

Reference:

- Approval of Technical Assistance Recipients Under the FY 2018 Transportation Land-Use Connections  
<https://www.mwcog.org/newsroom/2017/05/17/tpb-approves-funding-for-eight-projects-that-integrate-transportation-planning-and-land-use-walkability-bicycling-walking-transit-tlc-program-tpb/>
- FY2018 TLC Projects – Applications Approved for Funding by the TPB May 17, 2017  
<https://www.mwcog.org/assets/1/6/FY2018-TLC-Applications-ApprovedProjects.pdf>

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TLC@mwkog.org

**CONTACT INFORMATION**

Project Name:

WB&A extension along MD 704

Jurisdiction:

Prince George's County

Requested Funding:

\$30,000

Primary Contact:

Fred Shaffer

Title:

Planner Coordinator

Agency:

M-NCPPC (Prince George's County)

E-mail:

fred.shaffer@ppd.mncppc.org

Phone:

301 952-3661

Secondary Contact:

Bryan Barnett-Woods

Title:

Senior Planner

Agency:

M-NCPPC (Prince George's County)

E-mail:

bryan.barnett-woods@ppd.mncppc.org

Phone:

301 952-3473

Collaborating Agency Contact (if applicable):

Katie Harris

Title:

Trails Coalition Coordinator

Agency:

WABA

E-mail:

katie.harris@waba.org

Phone:

202 518-0524

Implementing Agency Contact (if applicable):

M-NCPPC Department of Parks and Recreation

Title:

Robert Patten, Trail Development Program Manager

Agency:

M-NCPPC Department of Parks and Recreation

E-mail:

robert.patten@pgparks.com

Phone:

301 699-2522

This application form, the project overview form, frequently asked questions (FAQs), information about past projects, and more details about the program may be found at [www.mwkog.org/tlc](http://www.mwkog.org/tlc).





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**PROJECT DESCRIPTION**

1. Provide a brief project description (1-3 sentences):

This project will provide a feasibility analysis for the extension of the WB&A Trail along the MD 704 r-o-w from MD 450 to the DC Line. This master plan recommendation calls for utilizing available space within the right-of-way from ongoing road diet projects and/or widening the existing sidewalk to a shared use path. This trail will provide a complete, off-road cross-county trail connection from the Patuxent River to Washington, D.C.

2. Describe the final product resulting from this project (1-2 sentences):

The desired final product will consist of a short report discussing the feasibility of the trail, along with illustrative sketches showing the trail at various locations and an overall map showing the approximate alignment and identifying potential design issues.

3. Explain what linkages this project creates between agencies or jurisdictions (1-2 sentences):

This project will study the feasibility of extending the WB&A Trail along the MD 704 right-of-way to create a complete cross-county connection linking to two other jurisdictions. Designs are underway for the extension of the WB&A Trail into Anne Arundel County and this project will study the feasibility of extending the trail to the west and the DC line.

4. Explain how this project will create clearly defined priorities or next steps (1-2 sentences):

The extension of the WB&A Trail is one of the county's top trail priorities. This project will provide an initial analysis of the feasibility of the trail, identification of issues, and facilitate stakeholder input that should serve as a starting point for more detailed design work.

**LOCAL CONTEXT**

5. Explain any prior or planned public outreach/participation involved with this project (1-2 sentences):

The extension of the WB&A Trail along MD 704 was recommended in both the 2009 Approved Countywide Master Plan of Transportation and the Approved Subregion 4 Master Plan. This project was also included on the 2016 Joint Signature Letter as one of the county's top trail priorities and one of the top safety and community enhancement priorities. One community meeting and at least one agency stakeholder meeting is anticipated during the study.

6. Explain how the project will address transportation and land use issues specific to the local community (1-3 sentences):

MD 704 is an existing high speed, multi-lane arterial that was originally designed with minimal accommodations for pedestrians and bicyclists. The proposed project will explore the feasibility of replacing the sidewalk along one side of the road with a shared use path which will serve as an extension of the WB&A Trail.

**Jurisdiction:**

Prince George's County

**Project Name:**

WB&A Extension along MD 704

**Requested Funding:**

\$30,000

**Indicate your project type:**

PLANNING  DESIGN

**Indicate whether project is new or update to existing study/design:**

NEW  UPDATE

Check here if your project previously received support through TLC or ULI-TAP.





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**REGIONAL GOALS AND PRIORITIES**

7. Note how the project supports or advances the transportation and land use goals of the Regional Transportation Priorities Plan and Region Forward

(Check those that meaningfully and specifically apply to your project):



**MULTIMODAL TRANSPORTATION OPTIONS**

Provides, enhances, supports, or promotes the following:

- Access and safety improvements to transit stops and stations
- Accessibility for disadvantaged groups (low income families, disabled persons, the elderly, racial/ethnic minorities, or persons with limited English proficiency)
- Complete Streets-related improvements
- Planning and implementation of bicycle and pedestrian facilities
- Safe Routes to School planning
- Streetcars, bus rapid transit and other transit alternatives

If your project is near a rail, streetcar, bus rapid transit or other transit station, identify below:

MD 704 is served by several existing bus routes.



**DIVERSE, MIXED USE COMMUNITIES**

Enhances or supports regional Activity Centers and local communities:

- Concentrating growth of jobs and households
- Access to jobs and/or affordable housing for disadvantaged groups
- Mixed-use, compact development

If your project is located in one or more Activity Centers, identify below:

This project runs through several existing municipalities

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-motorized travel within one or more Activity Centers

8. Explain what lessons learned or models the project can provide for the region (1-3 sentences):

This project will serve as an example of how a share use path can be retrofitted along an existing high speed, multi-lane arterial through road dieting and better utilizing existing space within the right-of-way. It will also demonstrate how an automobile-oriented corridor can be retrofitted to better accommodate all modes.

**DESIGN SUPPLEMENT**

Complete these questions for design projects only.

9. Explain strategies identified for funding and implementation of future design components for the project (1-2 sentences):

This phase is for a feasibility study only. However, phasing options and potential funding sources will be explored. Portions of the project may be eligible for funding under the State Highway Administration sidewalk retrofit fund.

10. Will your project require a site survey?  YES  NO  UNCERTAIN



National Capital Region  
Transportation Planning Board



**The extension of the WB&A Trail along MD 704  
MWCOG TLC Planning Application – Spring 2017  
Background and Objectives**

**Background:** The extension of the WB&A Trail along MD 704 is recommended in both the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* and the 2010 *Approved Subregion 4 Master Plan*. This proposed TLC project envisions extending the existing six-mile WB&A Trail along the north side of MD 704 from its existing terminus in Lanham to the DC line near Seat Pleasant. The trail will then serve as a complete cross-county connection. The MPOT included the following background regarding this recommendation:

**MD 704 Shared-Use Sidepath:** A side path or wide sidewalk construction with designated bike lanes is recommended along MD 704 (District of Columbia to I-495). It may be appropriate to use excess capacity along MD 704 to accommodate improved bicycle and pedestrian facilities. MD 704 connects to the existing WB&A Trail outside I-495. Trail construction along MD 704 will provide an extension of the existing WB&A Trail to provide a continuous east/west trail connection through central Prince George’s County.



**Existing WB&A Trail**



**MD 704 near Seat Pleasant**

**Overall Scope and Requested Services**

This scope of work calls for a feasibility study for the extension of the WB&A Trail along MD 704. The consultant should evaluate the existing road and right-of-way constraints, research on-going or planned SHA work along the corridor (including road diets) and determine if and how a shared use path can conceptually be retrofitted along the existing road within the available space. Along some segments, space gained from road diets may be used for the trail. In other instances, additional “wasted” space within the road r-o-w may have to be better utilized. Where the road is not being dieted, the consultant should determine the opportunities and constraints of widening the existing sidewalk to a shared use path.

Another key task of the consultant will be the identification of issues that should be addressed through the more detailed design work. This may include intersections where accommodating bicycles or pedestrians is a challenge, segments where the standard for a full shared use sidepath cannot be met, and areas with right-of-way constraints or other obstacles that need to be overcome.

**Project Objectives:**

- Determine the feasibility of extending the WB&A Trail along MD 704
- Coordinate planning for the trail with ongoing road diet projects along segments of the corridor being initiated by SHA



- Facilitate initial agency and community stakeholder input on the project (1 agency meeting and 1 community meeting)
- Identify issues, opportunities and constraints along the corridor that will inform future design work

#### **Project Deliverables:**

- Feasibility study compiling existing conditions, stakeholder input, identification of issues, and development of initial recommendations/next steps
- Several illustrative concepts that show how the trail will look along the road or how the space within the right-of-way can be reallocated to accommodate the trail
- Identification of appropriate phasing and potential funding sources
- A project map or poster depicting how the trail along MD 704 will combine with the existing WB&A Trail to provide a cross county connection which links central Prince George's County with both Washington D.C. and Anne Arundel County.

#### **Benefits to applicant's local community and region**

This project will ultimately benefit the residents of central Prince George's County by retrofitting a safe and attractive shared use path for pedestrians, bicyclists, and ADA users along a busy arterial road with minimal accommodations for non-motorized modes. The trail will ultimately provide safe and direct trail access into Washington, D.C. that is separated from motor vehicles. The trail will also improve access to numerous designated centers which lie on both sides of the trail corridor. The trail will also link numerous established residential communities that would otherwise only be accessible by automobile. The project will further benefit the community by better utilizing an extremely wide road right-of-way to accommodate all modes and calm traffic by visually reducing the width of the road.

The trail will also ultimately benefit the residents of the region by providing a cross-county trail connection and improving access between Prince George's County and Washington D.C. This trail will utilize the existing WB&A Trail. The trail bridge linking Prince George's County with Anne Arundel County is currently under design and it is envisioned that in the next few years the WB&A Trail will be completed between the two counties. The extension of the WB&A Trail along MD 704 will extend the existing trail in the other direction towards Washington, D.C. The Washington Area Bicyclists Association (WABA) sees the advantage of straight cross-county connection to the regional trail network for both commuters and recreational cyclists. Furthermore, the Capital Trails Coalition strongly supports the extension of the WB&A Trail along MD 704 as a key segment the regional trail network. The *Capital Trails Coalition* is a collaboration of public and private organizations, agencies, and citizen volunteers working to advance completion of an interconnected network of multi-use trails for metropolitan Washington, DC. The Coalition convenes and coordinates among the public and private stakeholders who are critical to accomplishing the vision of an interconnected network. The Coalition is including the WB&A in their analytics planning process, and see MD 704 as an important route to connecting DC to the existing, completed section of the WB&A Trail.

#### **Connections to Regional Policies and Priorities**

The extension of the WB&A Trail along MD 704 is identified in both the 2009 Approved Countywide Master Plan of Transportation and the 2010 Approved Subregion 4 Master Plan. Furthermore, the extension of the WB&A Trail has been identified as a top county priority in the 2016 Joint Signature Letter, where the extension of the WB&A Trail is the number two Safety and Community Enhancement Priority and the number two Trail/Bikeway Priority. It supports MWCOG regional transportation priorities by providing a needed bicycle and pedestrian connection between Prince



George's County and Washington D.C. along a route that can be heavily utilized by bicycle commuters to get into DC and access the regional trail system. More specifically, the trail supports the MWCOG Regional Transportation Priorities Plan by helping to achieve Goal 1 for a "comprehensive range of transportation options" and Goal 6 to support "inter-regional and international travel and commerce". The WB&A extension will make walking and biking via transportation options in central Prince George's County in a corridor that is currently served primarily by single-occupant vehicles. And, upon its completion the trail will provide a safe commuter trail that will better connect Prince George's County with the rest of the region. The project will also help to achieve "near-term" strategies by improving the pedestrian and bicycle infrastructure serving the area.

### **Strategies to Address Recommendations of the Project**

The feasibility study will just be the first step towards providing a shared use path along MD 704 and extending the WB&A Trail to Washington D.C. However, it will be a very important first step as the project will bring multiple agency and community stakeholders together to identify opportunities and constraints, determine the responsibilities of the operating agencies, and identifying next steps. It is anticipated that this project will proceed in a similar process to the Central Avenue Connector Trail, which was initiated during a pedestrian safety study, had a subsequent feasibility analysis, and then has been 30% designed in phases. Once it is determined that the project is feasible to move forward, either grant or CIP funding can be used to complete 30% designs, identifying the appropriate operating agency(-ies), and determine appropriate methods of funding construction.

### **Integration of Public Input and Community Support**

The project has been incorporated into two adopted and approved master plans which each involved a comprehensive public participation process. Moreover, if funding is awarded for this TLC application, one community workshop and at least one stakeholder agency meeting will be held, further solidifying consensus on the direction of the project and soliciting additional input, ideas, and modifications, if necessary. Whereas in prior planning efforts this project was just one of many that was discussed, the extension of the WB&A Trail along MD 704 will be the sole focus of this TLC project, allowing for more detailed conversations with the community and operating agencies and the refinement of project ideas and next steps. Both WABA and the Capital Trail Coalition strongly support this project.

### **Inclusion of diversity and/or equity measures in planning and desired outcomes**

The MD 704 corridor is a very diverse community that encompasses the municipalities of Seat Pleasant, Fairmount Heights and Glen Arden, as well as numerous unincorporated communities. This project will include a strong community involvement component which will engage the area's residents and businesses. Because the MD 704 corridor, especially inside the Capital Beltway, has very few trail and bicycle facilities, this project will ultimately provide a trail in an area that has very few comparable facilities. Furthermore, some of the corridor is a designated Health Enterprise Zone, where the fostering of healthy and more active lifestyles is encouraged. It is especially important to incorporate trails into this area to encourage residents to walk and bicycle for recreation and for some transportation trips, as well as promote better access to area parks and outdoor space. Lastly, the project will support residents who cannot afford to own an automobile (or choose not to) by providing a multimodal facility along this heavily travelled arterial.



# The Washington Baltimore & Annapolis Recreational Trail



**SMART TRAIL USE** indicates adherence to some basic safety practices. Trails are shared recreation amenities and are accessed by a variety of users at the same time. Please be courteous to all users, and remember that pedestrians have the right-of-way. All trail users should stay to the right on the trail.

- Always follow posted regulations.
- Do not litter. Place trash in receptacles.
- Bicyclists should pull off the trail when stopping to avoid a potential accident.
- Bicyclists approaching pedestrians should make an advanced announcement, such as bell or horn to avoid startling walkers.

- Bicyclists should always wear helmets and ride at speeds that do not exceed 15 miles per hour.
- Horses should be kept on the grass shoulder when possible.
- WB&A: the exception of motorized wheelchairs, motorized vehicles are not allowed on the trail.
- Pets should be kept on a short leash and people must clean up after their pets.
- Be sure to carry identification (which includes name, phone number, and pertinent medical information) and record your bicycle serial number.
- Display your handsets.

- Prior to using trails, familiarize yourself with the trail and plan your route.
- Tell friends or family the route you'll be taking and travel with a partner when possible.
- Avoid unfamiliar areas when on the trail alone.
- Stay alert, be observant about your surroundings and avoid areas where visibility is poor.
- Use discretion when acknowledging strangers, and follow your intuition about unfamiliar people and areas.
- When on roadways, remember to ride with traffic but walk and not against traffic.

- Carry tools for minor repairs, if possible. Have supplies to change a flat tire when biking.
- Trails are available for use from sunrise to sunset each day.

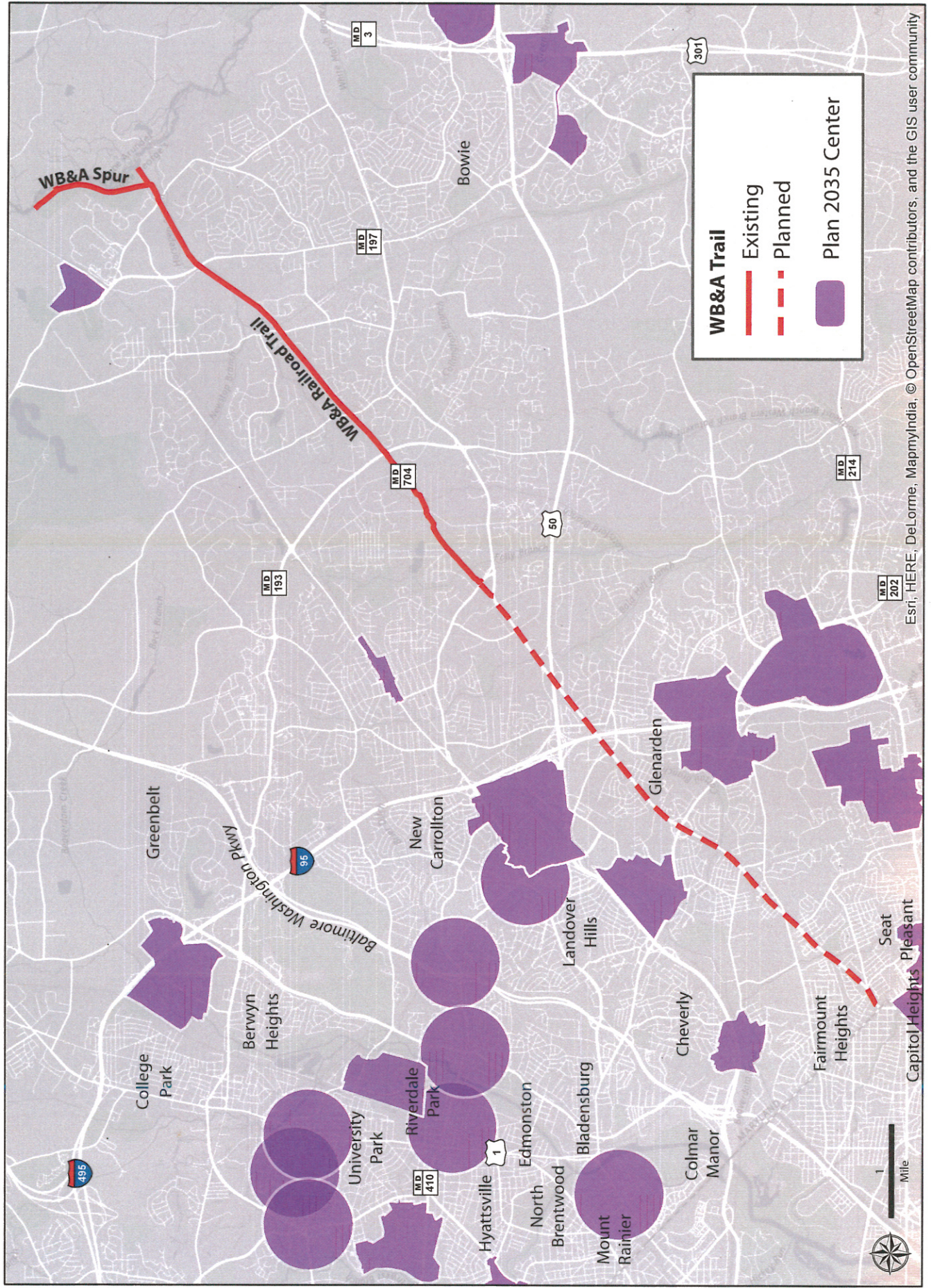
Park Police: 301-459-3232  
TTY 301-459-3051



Map of the existing WB&A Trail from the Patuxent River to Annapolis Road (MD 450)



# Existing and Planned Segments of the WB&A Trail



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community



Fairfax County  
Columbia Pike Bike and Pedestrian Study





## MEMORANDUM

**TO:** Pre-qualified TLC Firms  
**FROM:** John Swanson, Transportation Planner  
Nicole McCall, Regional Planner  
**SUBJECT:** Project Scope for TLC Columbia Pike Bike and Pedestrian Study  
**DATE:** July 28, 2017

---

### TLC COLUMBIA BIKE AND PEDESTRIAN STUDY

#### FUNDING: \$45,000

The project will produce a recommendations map, planning level cost estimates, and a prioritization matrix for proposed bicycle and pedestrian infrastructure, including infrastructure to assist in safe street crossings. The cost estimates and prioritization matrix will be used to support future project selection and funding, known as the Transportation Priorities Program in Fairfax County.

Columbia Pike is a major commuting corridor for northern Virginia and the entire Washington DC region. It connects two major Commercial Revitalization Districts, the Bailey's Crossroads area and Annandale; connects neighborhoods to Route 7 and 236 (Little River Turnpike); and continues through Arlington County to near the Pentagon. Currently the bicycle network on Columbia Pike is non-existent and the pedestrian network is disjointed and fractured, thus hampering access to the existing bus service along this corridor. The Fairfax County's 2015 Bicycle Master Plan designated Columbia Pike, from Maple Court (outside Bailey's Crossroads) to Little River Turnpike (Annandale), as a "Policy Road", a road that needs more detailed study to determine recommendations for bicycle facilities, based on changing development and transportation patterns as well as physical and right-of-way constraints. This project will review and analyze the existing bicycle and pedestrian infrastructure along Columbia Pike, as well as street crossings. After analyzing the existing conditions, the study will make propose progressive infrastructure, such as protected bike lanes, sidewalks and pedestrian amenities, and innovative crossing technology such as rectangular rapid flashing beacons and HAWKS.

#### Project Deliverables

- (1) A recommendations map, including:
  - a. the existing infrastructure (consultant should rely upon GIS/Google Earth/Streetview as much as possible to reduce field work)
  - b. proposed bicycle and pedestrian infrastructure,
  - c. location for infrastructure improvements that assist with safe street crossings
- (2) Planning level cost estimates
- (3) Prioritization matrix
- (4) One to two outreach events, may include: (1) kick of meeting, (2) Outreach event to obtain input from a wider group of residents, (3) Public meeting to present the findings of the study

#### Reference:

- Approval of Technical Assistance Recipients Under the FY 2018 Transportation Land-Use Connections <https://www.mwcog.org/newsroom/2017/05/17/tpb-approves-funding-for-eight-projects-that-integrate-transportation-planning-and-land-use-walkability-bicycling-walking-transit-tlc-program-tpb/>



- FY2018 TLC Projects – Applications Approved for Funding by the TPB May 17, 2017  
<https://www.mwcog.org/assets/1/6/FY2018-TLC-Applications-ApprovedProjects.pdf>
- Fairfax County Bicycle Master Plan Document:  
[http://www.fairfaxcounty.gov/fcdot/bike/county\\_bike\\_master\\_plan.htm](http://www.fairfaxcounty.gov/fcdot/bike/county_bike_master_plan.htm)

**TLC** **FY 2018 PROJECT APPLICATION**  
**TRANSPORTATION/LAND USE**  
**CONNECTIONS**  
TECHNICAL ASSISTANCE

Submit completed applications to  
TLC@mwkog.org by Monday, April 3, 2017 at  
4:00 pm. For questions or comments:  
Lamont B. Cobb  
(202) 962-3234  
[mwkog.org/tlc](http://mwkog.org/tlc)  
[TLC@mwkog.org](mailto:TLC@mwkog.org)

**CONTACT INFORMATION**

Project Name:

Columbia Pike Multimodal Network Study

Jurisdiction:

Fairfax County

Requested Funding:

\$60,000

Primary Contact:

Adam Lind

Title:

Bicycle Program Coordinator

Agency:

**Fairfax County Department of Transportation**

E-mail:

[adam.lind@fairfaxcounty.gov](mailto:adam.lind@fairfaxcounty.gov)

Phone:

877-5783

Secondary Contact:

Nicole Wynands

Title:

Bicycle Planner

Agency:

**Fairfax County Department of Transportation**

E-mail:

[nicole.wynands@fairfaxcounty.gov](mailto:nicole.wynands@fairfaxcounty.gov)

Phone:

877-5625

Collaborating Agency Contact (if applicable):

Laura Baker

Title:

Revitalization Program Manager

Agency:

**Fairfax County Office of Community Revitalization**

E-mail:

[laura.baker@fairfaxcounty.gov](mailto:laura.baker@fairfaxcounty.gov)

Phone:

324-4330

Implementing Agency Contact (if applicable):

Title:

Agency:

E-mail:

Phone:

This application form, the project overview form, frequently asked questions (FAQs), information about past projects, and more details about the program may be found at [www.mwkog.org/tlc](http://www.mwkog.org/tlc).



**TLC** **FY 2018 PROJECT APPLICATION**  
**TRANSPORTATION/LAND USE**  
**CONNECTIONS**  
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mwkog.org/tlc  
TLC@mwkog.org

**PROJECT DESCRIPTION**

1. Provide a brief project description (1-3 sentences):

The 2014 Fairfax County Bicycle Master plan identified Columbia Pike as a Policy Road, which means a future study is needed to develop specific recommendations. This proposed project will review and analyze the existing bicycle and pedestrian infrastructure along Columbia Pike, as well as street crossings. After analyzing the existing conditions, the study will make recommendations looking towards progressive infrastructure, such as protected bike lanes, sidewalks and pedestrian amenities, and innovative crossing technology such as rectangular rapid flashing beacons and HAWKS.

2. Describe the final product resulting from this project (1-2 sentences):

This project will produce a recommendations map that shows the existing infrastructure, proposed bicycle and pedestrian infrastructure, and locations for infrastructure to assist with safe street crossings. The study also will create planning level cost estimates and a prioritization matrix for the proposed recommendations.

3. Explain what linkages this project creates between agencies or jurisdictions (1-2 sentences):

Fairfax County DOT will work with the Fairfax County Office of Revitalization to ensure the recommendations are in line with the existing plans for streetscape and complete streets in the Commercial Revitalization District of Annandale, and coordinate any recommendations for changes to those plans that result from this study. Fairfax County DOT also will coordinate with the Virginia Department of Transportation on the recommendations.

4. Explain how this project will create clearly defined priorities or next steps (1-2 sentences):

The document produced by this study will provide cost estimates and prioritization for Fairfax County DOT that can be used to support future project selection and funding, known as the Transportation Priorities Program in Fairfax County.

**LOCAL CONTEXT**

5. Explain any prior or planned public outreach/participation involved with this project (1-2 sentences):

In 2016, the Fairfax County Office of Community Revitalization engaged local residents and business owners in a ULI TAP study that focused on the Commercial Revitalization District in Annandale. With this study, we propose to include a kick off public meeting, an outreach event to be held in the field to attract input from a wider group of residents, and a public meeting to present the findings of the study.

6. Explain how the project will address transportation and land use issues specific to the local community (1-3 sentences):

Columbia Pike is a main street into Annandale that also connects to Bailey's Crossroads, another Commercial Revitalization District in Fairfax County. Currently the bicycle network on Columbia Pike is non-existent and the pedestrian network is disjointed and fractured, thus hampering access to the existing bus service along this corridor. This study is a continuation of the effort to tie neighborhoods and the residents to these commercial districts in a way that would provide safe transportation options for everyone, whether they drive, walk, talk the bus, or ride a bicycle.

**Jurisdiction:**

Fairfax County

**Project Name:**

Columbia Pike Bike and Pedestrian Study

**Requested Funding:**

\$60,000

**Indicate your project type:**



PLANNING



DESIGN

**Indicate whether project is new or update to existing study/design:**



NEW



UPDATE

Check here if your project previously received support through TLC or ULI-TAP.



**TLC** **FY 2018 PROJECT APPLICATION**  
**TRANSPORTATION/LAND USE**  
**CONNECTIONS**  
TECHNICAL ASSISTANCE

Submit completed applications to  
TLC@mwkog.org by Monday, April 3, 2017 at  
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TLC@mwkog.org

**REGIONAL GOALS AND PRIORITIES**

7. Note how the project supports or advances the transportation and land use goals of the Regional Transportation Priorities Plan and Region Forward

(Check those that meaningfully and specifically apply to your project):



**MULTIMODAL TRANSPORTATION OPTIONS**

Provides, enhances, supports, or promotes the following:

- Access and safety improvements to transit stops and stations
- Accessibility for disadvantaged groups (low income families, disabled persons, the elderly, racial/ethnic minorities, or persons with limited English proficiency)
- Complete Streets-related improvements
- Planning and implementation of bicycle and pedestrian facilities
- Safe Routes to School planning
- Streetcars, bus rapid transit and other transit alternatives

If your project is near a rail, streetcar, bus rapid transit or other transit station, identify below:



**DIVERSE, MIXED USE COMMUNITIES**

Enhances or supports regional Activity Centers and local communities:

- Concentrating growth of jobs and households
- Access to jobs and/or affordable housing for disadvantaged groups
- Mixed-use, compact development

If your project is located in one or more Activity Centers, identify below:

Annandale and Bailey's Crossroads

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-motorized travel within one or more Activity Centers

8. Explain what lessons learned or models the project can provide for the region (1-3 sentences):

This project can provide general knowledge on different types of infrastructure to be recommended based on surrounding land uses and anticipated levels of use. Knowing which type of infrastructure is viewed the safest, and thus would get the most use, especially in a suburban context, can be imitated by multiple jurisdictions that have similar development patterns and where the focus isn't traditionally on bicycling and walking.

**DESIGN SUPPLEMENT**

Complete these questions for design projects only.

9. Explain strategies identified for funding and implementation of future design components for the project (1-2 sentences):

10. Will your project require a site survey?  YES  NO  UNCERTAIN





SHARON BULOVA  
CHAIRMAN

COMMONWEALTH OF VIRGINIA  
**County of Fairfax**  
BOARD OF SUPERVISORS

SUITE 530  
12000 GOVERNMENT CENTER PKWY  
FAIRFAX, VIRGINIA 22035-0071

TELEPHONE: 703/324-2321  
FAX: 703/324-3955  
TTY: 711

[chairman@fairfaxcounty.gov](mailto:chairman@fairfaxcounty.gov)

March 27, 2017

Kanti Srikanth  
Department of Transportation Planning, Director  
National Capital Region Transportation Planning Board Metropolitan Washington Council of Governments  
777 North Capitol Street, NE  
Suite 300 Washington, DC 20002-4290

Reference: Transportation and Land-Use Coordination (TLC) Technical Assistance Program

Dear Mr. Srikanth:

I am writing in support of two proposals that Fairfax County is submitting for consideration for the FY 2018 Transportation and Land-Use Coordination (TLC) Technical Assistance Program undertaken by the Metropolitan Washington Council of Governments (COG). This program is designed to provide assistance to local jurisdictions working on creative, forward-thinking, and sustainable transportation and land use plans and projects. Fairfax County Department of Transportation (FCDOT) staff continuously seeks creative solutions for transportation challenges that intend to balance land use and transportation objectives. For the TLC Technical Assistance Program, the County requests consideration for the following proposals (Applications Attached):

- **Technology Plan for a Travel Monitoring Program in Tysons**

By 2050, Tysons is envisioned to be a walkable, sustainable, 24-hour urban center where people live, work, and play. For this vision to be realized, the transportation system must evolve to produce a higher transit mode share and a reduced single-occupancy vehicle (SOV) mode share. On March 14, 2017, the Fairfax County Board of Supervisors approved the Tysons Urban Center Plan Implementation Update which outlines the goals and strategies necessary to fulfill the Tysons Vision, adopted by the Board in 2010. The Plan provides guidelines for mode share and vehicle trip reductions. The Plan also outlines strategies including enhanced pedestrian facilities, a network of bike lanes, increased bus service, and increased density around the four Tysons Silver Line Metrorail Stations necessary to transform Tysons into the walkable urban center which it is envisioned to be.

Consistent monitoring is a critical element of assessing the effectiveness of the land use and transportation strategies in the Tysons Urban Center Plan. A comprehensive technology plan for the Travel Monitoring Program in Tysons is needed to establish how best to collect and manage travel data to understand changes in travel behavior and monitor the Plan's transportation goals. FCDOT seeks \$60,000 in technical assistance through the TLC program to develop a Technology Plan for a Travel Monitoring Program in Tysons.

These detailed traffic data would go well beyond the capabilities of the County's current monitoring efforts to identify travel patterns and allow for timely programming and funding decisions, and for required adjustments to be made to the system. This analysis is expected to identify:

1. The appropriate tools and technology to collect travel data in Tysons;
2. How to utilize detailed travel data to monitor multimodal travel patterns, make adjustments to programming and funding decisions, and travel monitoring goals;
3. A plan for how to manage and share data with stakeholders including the public, possibly through the development of an online data dashboard;
4. Capital and annual costs associated with developing and maintaining a Travel Monitoring Program.

- **Columbia Pike Bicycle and Pedestrian Infrastructure Study**

The Fairfax County Board of Supervisors adopted the County's first Bicycle Master Plan on October 28, 2014. While most of the streets and corridors identified in the plan had specific recommendations, many of the larger corridors, including Columbia Pike from Maple Court (outside Bailey's Crossroads) to Little River Turnpike, were designated as "Policy Roads." These policy roads need more detailed study to determine recommendations for bicycle facilities, based on changing development and transportation patterns as well as physical and right-of-way constraints. This TLC grant would allow the County to study the Columbia Pike corridor in detail.

In addition to the need to build out a complete bicycle network, Columbia Pike is also lacking a connected pedestrian network. FCDOT continues to build infrastructure along Columbia Pike, and this study would provide bicycle and pedestrian-related mobility recommendations corridor-wide. FCDOT seeks \$60,000 in technical assistance through the TLC program for the Columbia Pike Bicycle and Pedestrian Infrastructure Study.

The main outcomes of the study would be:

1. Long term recommendations for the bicycle network that would replace the "Policy Road" designation on the bicycle master plan
2. Identification of missing pedestrian network segments
3. Short term bicycle and pedestrian project priorities and cost estimates
4. Recommendations to improve the ability of people to cross Columbia Pike safely

As the Transportation Planning Board considers proposals for the TLC program, we would appreciate your consideration of Fairfax County's applications, which are in the spirit of the TLC program and will aid the County's efforts to accomplish the goal of balancing transportation and land use. If you have any questions regarding this application, please contact Brent Riddle at 703-877-5659.

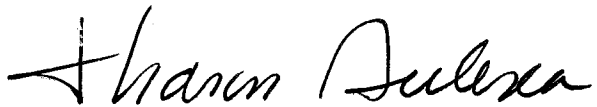
Mr. Kanti Srikanth

March 27, 2017

Page Three

Thank you, again, for your consideration of these projects.

Sincerely,

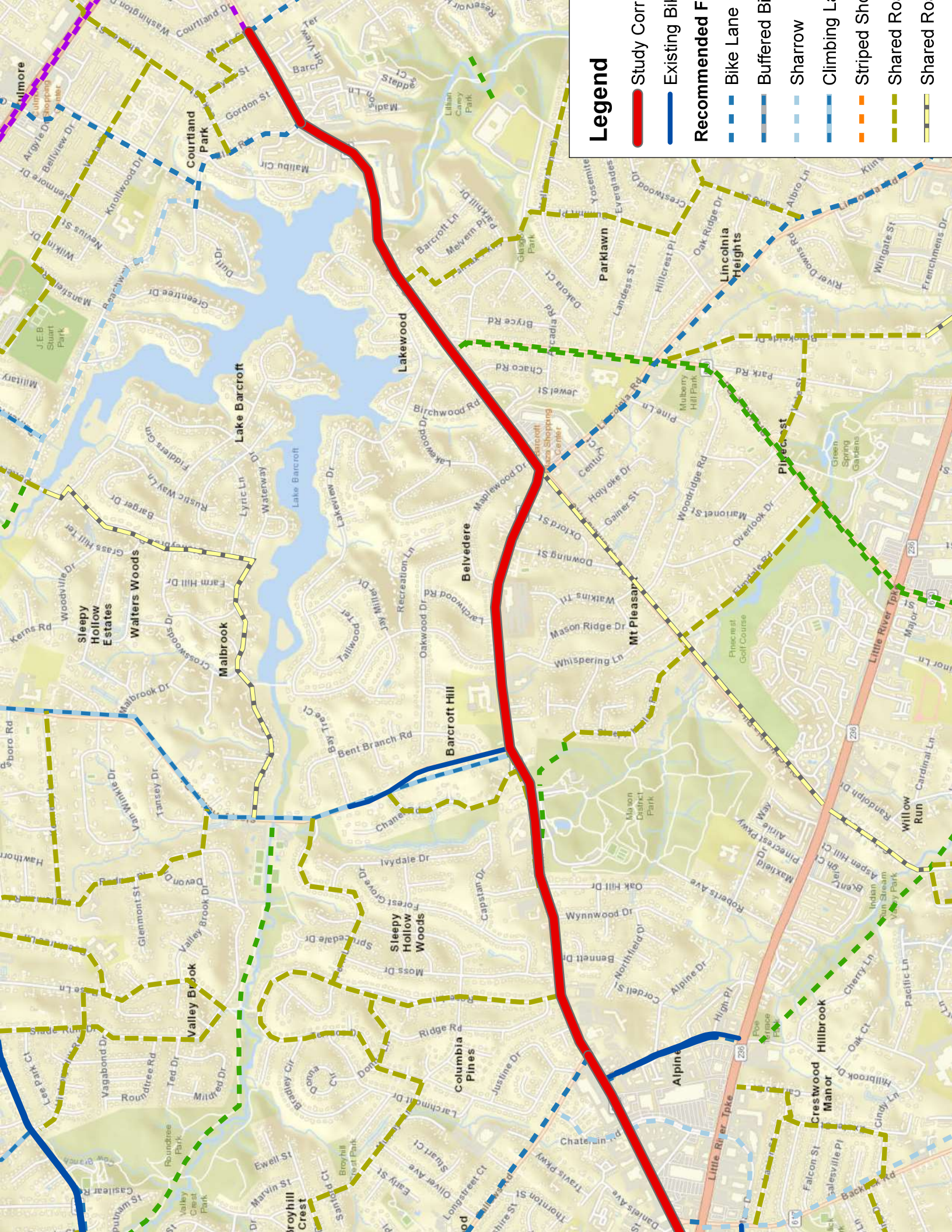
A handwritten signature in black ink, appearing to read "Sharon Bulova". The signature is fluid and cursive, with a large initial "S" and "B".

Sharon Bulova  
Chairman

Attachments: a/s

cc: Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)  
Gregg Steverson, P.E., Chief, Site Analysis and Transportation Planning Division, FCDOT  
Todd Wigglesworth, Chief, Coordination and Funding Division, FCDOT  
Eric Teitelman, P.E., Chief, Capital Projects and Traffic Engineering, FCDOT





# Legend

- Study Corr
- Existing Bil
- Recommended F**
- Bike Lane
- Buffered B
- Sharrow
- Climbing L
- Striped Sh
- Shared Ro
- Shared Ro





# County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

## **2017 MWCOG TLC Grant Application** **Columbia Pike Multimodal Network Study**

### Scope

Fairfax County Department of Transportation (FCDOT) is requesting assistance through the FY17 MWCOG TLC Program to complete a corridor planning study of Columbia Pike that would help facilitate bicycle and pedestrian mobility. The Fairfax County Bicycle Master Plan identifies Columbia Pike as a Policy Road. This designation was given to corridors that had too many variables to identify specific recommendations without further study. The limits of this project extend from the Bailey's Crossroads area (Maple Court) to the west to Annandale (Little River Turnpike) to the east. The study will provide recommendations on what type of facilities to fund, help inform how much funding to dedicate, and provide design guidance on how to implement the recommendations.

Deliverables for this project will include a recommendations map that demarcates the existing infrastructure, proposed bicycle and pedestrian infrastructure, and locations for infrastructure improvements that assist with safe street crossings. The study also will create planning level cost estimates and a prioritization matrix for the proposed recommendations.

### Impact to the Region

Columbia Pike is a major commuting corridor for northern Virginia and the entire Washington DC region. It connects two major Commercial Revitalization Districts, the Bailey's Crossroads area and Annandale; connects neighborhoods to Route 7 and 236 (Little River Turnpike); and continues through Arlington County to near the Pentagon. The sidewalks and trails in this area are discontinuous and pose a safety risk to people bicycling and walking. Currently, the most safe and reliable modes of transportation in this corridor are a personal vehicle or bus. The inability of cyclists and pedestrians to safely and efficiently traverse the corridor limits mobility and contributes to overall congestion in the region. .

### Implementation

On January 28, 2014, the Board approved the Transportation Priorities Plan (TPP) for funding transportation improvements from FY2015 through FY2020. No funding was allocated in the County's TPP for this study. However, Fairfax County is beginning to plan for the next three years of the funding through FY2023 and is evaluating the option of providing capital funding for bicycle and pedestrian infrastructure improvements on Columbia Pike. This grant would fund a study that would provide recommendations on what type of facilities to fund, help inform how much funding to dedicate, and provide design guidance on how to implement the recommendations.

The Annandale community, which is adjacent to the proposed study area, has evolved rapidly the last two years with the addition of bike lanes on Heritage Drive, Patriot Drive, Ravensworth Road, Markham Street, McWhorter Place, John Marr Drive, and Annandale Road. Plans exist to add bike lanes on Hummer Road and the southern section of Sleepy Hollow Road (which connects to Columbia Pike) in 2017. FCDOT recently completed a study on Little River Turnpike that provides long-term and short-term recommendations to replace the Policy Road designation for that corridor on the bicycle master plan and improve conditions for people wishing to bike or walk. This study on Columbia Pike would be similar and provide recommendations to improve bicycling and walking for a 3.6 mile corridor that connects neighborhoods to parks, retail, transit, and activity centers in the region.

#### Coordination

FCDOT staff will work with the Fairfax County Office of Revitalization (OCR) to ensure the recommendations produced by this study are in line with the existing plans for streetscape and complete streets in the Commercial Revitalization District of Annandale. Furthermore, FCDOT staff will coordinate with the Department of Neighborhood and Community Services (NCS) to ensure that the public involvement component of the study will include minority, economically disadvantaged, and Limited English Proficient (LEP) populations. Any recommendations for changes to existing plans that result from this study will be coordinated with the Virginia Department of Transportation prior to implementation.

#### Public Involvement

FCDOT held an extensive public process to gain input for the projects selected in the TPP, referred to as the Countywide Dialogue on Transportation. The TPP soon will be updated and the public will once again be engaged on potential projects, including this one, to be funded. In 2016, OCR engaged local residents and business owners in a ULI TAP study that focused on the Commercial Revitalization District in Annandale. With this study, we propose to include a kick off public meeting, an outreach event to be held in the field to attract input from a wider group of residents, and a public meeting to present the findings of the study.

#### Inclusion of Diversity/Equity Measures and Outcomes

As noted above, FCDOT will work with NCS to reach out to minority, economically disadvantaged, and Limited English Proficient (LEP) populations in the planning process. In addition, Fairfax County has a Federal Transit Administration (FTA)-approved Title VI Plan that includes a Language Access Plan and a Public Participation Plan. This Title VI Plan identifies minority and LEP populations throughout the County and delineates a number of strategies for ensuring their participation in the planning process. For example, FCDOT may run ads in local ethnic newspapers announcing the kick off public meeting, or we may participate in a local festival where the public can be engaged in a less formal setting.

Low-income populations and minority populations are some of the primary users of bicycles and walking in Fairfax County. Consequently, these populations in this part of the Columbia Pike corridor would benefit significantly from enhanced bicycle and pedestrian infrastructure

improvements. At each end of the proposed project corridor are two of the County's Commercial Revitalization Districts. With this study, FC DOT hopes eventually to provide residents along the corridor better access to jobs and other economic opportunities, at the same time revitalizing these districts.



# County of Fairfax, Virginia

## MEMORANDUM

**DATE:** March 30, 2017

**TO:** Transportation and Land Use Connections Grant Review  
Metropolitan Washington Council of Government

**FROM:** Adam Lind  
Fairfax County Department of Transportation

**SUBJECT:** 2018 Columbia Pike TLC Bicycle and Pedestrian Network Study

Fairfax County DOT is requesting \$60,000 to complete the Columbia Pike Bicycle and Pedestrian Network. If the project needs to be scaled back in order to meet funding restrictions the following options exist:

1. Reduce the public outreach events from three to two or one
2. Reduce the amount of field work completed by the consultant and utilize more GIS analysis
3. Eliminate analysis related to crossing recommendations and focus on the bicycle and pedestrian through movements

Fairfax County DOT does not want to shorten the length of the study as the Bicycle Master Plan shows all of Columbia Pike as a Policy Road and replacing this general recommendation with specific recommendations is a main goal of this project. The three strategies above should help to significantly scale back the cost of the project without significantly impacting the results.





Fairfax County  
Technology Plan for a  
Travel Monitoring Program in Tysons





## **MEMORANDUM**

**TO:** Pre-qualified TLC Firms  
**FROM:** John Swanson, Transportation Planner  
Nicole McCall, Regional Planner  
**SUBJECT:** Project Scope for TLC Technology Plan for a Travel Monitoring Program in Tysons  
**DATE:** July 28, 2017

---

### **TLC TECHNOLOGY PLAN FOR A TRAVEL MONITORING PROGRAM IN TYSONS**

#### **FUNDING: \$45,000**

The project will produce a technology plan providing guidance for how best to implement continuous and automated counters to collect vehicle, bicycle, and pedestrian volumes in Tysons.

Tysons is envisioned to be a walkable, sustainable, 24-hour urban center where people live, work, and play. The Tysons Urban Center Plan provides guidelines for mode share and vehicle trip reductions as well as strategies to enhance pedestrian facilities, a network of bike lanes, increased bus service, and increased density around the four Tysons Silver Line Metrorail Stations. This project is a critical first step of fulfilling the direction of the Fairfax County Planning Commission motion to develop a program to monitor the progress of the Tysons Urban Center Plan and assess the impact of land use and transportation strategies intended to decrease single-occupancy vehicle (SOV) trips in Tysons.

Project Tasks for Technology Plan for a Travel Monitoring Program in Tysons:

- (1) Identify the appropriate tools, technology, and/or software for the continuous and automated collection of vehicular, bicycle, and pedestrian trip volumes (50%)
  - a. Durability, life expectancy, and accuracy of data collection equipment and how data is transmitted from the counter, stored, and accessed
  - b. Comparison of the capital and maintenance costs for the different types of data collection equipment and associated software
  - c. Together, with Fairfax County Department of Transportation, evaluate the pros, cons, and cost effectiveness of available tools and technology to identify which are appropriate for monitoring transportation goals and developing a Travel Monitoring Program for Tysons
- (2) Identify how to utilize detailed travel data to (1) monitor multimodal travel patterns, (2) adjust programming and funding decisions and travel monitoring goals (33%)
  - a. Identify locations for automated counters based on an assessment of currently used count locations with an evaluation of any gaps in data collection
  - b. Suggest a methodology to apply travel data collected to the transportation monitoring goals for mode share and vehicle trip reduction goals in the Tysons Plan
    - i. Integrate the data which would be collected using the technology identified in Task 1 with ongoing data collection efforts
  - c. Develop a summary of all previous or current monitoring efforts (17%)
    - i. land use and travel data collected for the Tysons Annual Report (2011-2016), the status of the implementation of the automated passenger counter (APC) system for the Fairfax Connector, and

Silver Line Metrorail and Metrobus ridership data provided by the Washington Metropolitan Transit Administration (WMATA)

- (3) Identify capital and annual costs associated with developing and maintaining a Travel Monitoring Program (17%)
  - a. Capital and maintenance costs for equipment and software (identified in Task 1), the online dashboard/portal, costs for dedicated staff needs, and other incidental costs

Reference:

- Approval of Technical Assistance Recipients Under the FY 2018 Transportation Land-Use Connections <https://www.mwcog.org/newsroom/2017/05/17/tpb-approves-funding-for-eight-projects-that-integrate-transportation-planning-and-land-use-walkability-bicycling-walking-transit-tlc-program-tpb/>
- FY2018 TLC Projects – Applications Approved for Funding by the TPB May 17, 2017 <https://www.mwcog.org/assets/1/6/FY2018-TLC-Applications-ApprovedProjects.pdf>
- McLean Citizens Association Resolution on Tysons Implementation Plan Amendment (S13-II-TY1): [http://www.fairfaxcounty.gov/tysons/mca\\_resolution\\_on\\_tysons\\_imp\\_plan\\_amendment.pdf](http://www.fairfaxcounty.gov/tysons/mca_resolution_on_tysons_imp_plan_amendment.pdf)
- Tysons Comprehensive Plan: <http://www.fairfaxcounty.gov/tysons/comprehensiveplan/>

**TLC** **FY 2018 PROJECT APPLICATION**  
**TRANSPORTATION/LAND USE**  
**CONNECTIONS**  
TECHNICAL ASSISTANCE

Submit completed applications to  
TLC@mwkog.org by Monday, April 3, 2017 at  
4:00 pm. For questions or comments:  
Lamont B. Cobb  
(202) 962-3234  
[mwkog.org/tlc](http://mwkog.org/tlc)  
[TLC@mwkog.org](mailto:TLC@mwkog.org)

**CONTACT INFORMATION**

Project Name:

Technology Plan for a Travel Monitoring Program in Tysons

Jurisdiction:

Fairfax County

Requested Funding:

\$60,000

Primary Contact:

Leonard Wolfenstein

Title:

Transportation Planning, Chief

Agency:

**Fairfax County Department of Transportation**

E-mail:

Leonard.Wolfenstein@fairfaxcounty.gov

Phone:

703877567

Secondary Contact:

Kristin Calkins

Title:

Senior Planner

Agency:

**Fairfax County Department of Transportation**

E-mail:

Kristin.Calkins@fairfaxcounty.gov

Phone:

703877571

Collaborating Agency Contact (if applicable):

Title:

Agency:

E-mail:

Phone:

Implementing Agency Contact (if applicable):

Title:

Agency:

E-mail:

Phone:

This application form, the project overview form, frequently asked questions (FAQs), information about past projects, and more details about the program may be found at [www.mwkog.org/tlc](http://www.mwkog.org/tlc).



**TLC** **FY 2018 PROJECT APPLICATION**  
**TRANSPORTATION/LAND USE**  
**CONNECTIONS**  
TECHNICAL ASSISTANCE

Submit completed applications to  
TLC@mwkog.org by Monday, April 3, 2017 at  
4:00 pm. For questions or comments:  
Lamont B. Cobb  
(202) 962-3234  
mwkog.org/tlc  
TLC@mwkog.org

**PROJECT DESCRIPTION**

1. Provide a brief project description (1-3 sentences):

A Technology Plan for a Travel Monitoring Program in Tysons would provide guidance for how best to implement continuous and automated counters to collect volumes for vehicle, bicycle and pedestrian volumes in Tysons. These detailed traffic data would be used to identify travel patterns, allow for timely programming and funding decisions, and for required adjustments to be made to the system. Over time, this information will be used to understand the effectiveness of the transportation and land use strategies and to transportation monitoring goals the Tysons Urban Center Plan.

2. Describe the final product resulting from this project (1-2 sentences):

The final deliverable for the project is a Technology Plan which will serve as the blueprint for developing a Travel Monitoring Program in Tysons. The Technology Plan will identify the appropriate tools and technology to collect travel data, identify how to utilize data to monitor multimodal travel patterns and travel goals; strategies for how to manage and share data with stakeholders; and estimate capital and annual costs associated with develop

3. Explain what linkages this project creates between agencies or jurisdictions (1-2 sentences):

This project presents an opportunity to understand, assess, and monitor the land use and transportation strategies meant to decrease single-occupancy vehicle (SOV) trips in Tysons. Over time, the data collected will provide greater insight into best practices and effectiveness of transportation and land use strategies, especially those around Metrorail Stations, which can be implemented at different scales across the Metropolitan Washington Regio

4. Explain how this project will create clearly defined priorities or next steps (1-2 sentences):

The Technology Plan is a critical step to fulfilling the direction of the Fairfax County Planning Commission's motion to develop a program to monitor the progress of the Tysons Urban Center Plan. Tasks 3 and 4 are integral to outlining strategies to see the program through development and into implementation.

**LOCAL CONTEXT**

5. Explain any prior or planned public outreach/participation involved with this project (1-2 sentences):

The Planning Commission Tysons Committee has been charged with improving the monitoring of the overall progress of the Tysons Plan. The committee's proceedings are public, and we expect to engage the committee as this project moves forward.

6. Explain how the project will address transportation and land use issues specific to the local community (1-3 sentences):

In 2017, the Fairfax County Planning Commission unanimously approved an update to the Tysons Urban Center Plan, which included a motion for county staff to develop a program to monitor the progress of the plan. Currently, travel data is collected manually once a year and presented as a part of the Tysons Annual Report. As the Planning Commission's Motion suggests, there is a recognized need for a more robust Monitoring Program to assess trends overtime. A major component of this effort will include improving the collection and use of travel data.

**Jurisdiction:**

Fairfax County

**Project Name:**

Technology Plan for a Travel  
Monitoring Program in Tysons

**Requested Funding:**

\$60,000

**Indicate your project type:**



PLANNING



DESIGN

**Indicate whether project is new or update  
to existing study/design:**



NEW



UPDATE

Check here if your project previously  
received support through TLC or ULI-TAP.





**TLC** **FY 2018 PROJECT APPLICATION**  
**TRANSPORTATION/LAND USE**  
**CONNECTIONS**  
TECHNICAL ASSISTANCE

Submit completed applications to  
TLC@mw cog.org by Monday, April 3, 2017 at  
4:00 pm. For questions or comments:  
Lamont B. Cobb  
(202) 962-3234  
mw cog.org/tlc  
TLC@mw cog.org

**REGIONAL GOALS AND PRIORITIES**

7. Note how the project supports or advances the transportation and land use goals of the Regional Transportation Priorities Plan and Region Forward

(Check those that meaningfully and specifically apply to your project):



**MULTIMODAL TRANSPORTATION OPTIONS**

Provides, enhances, supports, or promotes the following:

- Access and safety improvements to transit stops and stations
- Accessibility for disadvantaged groups (low income families, disabled persons, the elderly, racial/ethnic minorities, or persons with limited English proficiency)
- Complete Streets-related improvements
- Planning and implementation of bicycle and pedestrian facilities
- Safe Routes to School planning
- Streetcars, bus rapid transit and other transit alternatives

If your project is near a rail, streetcar, bus rapid transit or other transit station, identify below:

**Four Silverline Metrorail Stations**



**DIVERSE, MIXED USE COMMUNITIES**

Enhances or supports regional Activity Centers and local communities:

- Concentrating growth of jobs and households
- Access to jobs and/or affordable housing for disadvantaged groups
- Mixed-use, compact development

If your project is located in one or more Activity Centers, identify below:

**Tysons**

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-motorized travel within one or more Activity Centers

8. Explain what lessons learned or models the project can provide for the region (1-3 sentences):

This study presents an opportunity to understand, assess, and monitor the land use and transportation strategies meant to decrease single-occupancy vehicle (SOV) trips in Tysons. Over time, the data collected will provide greater insight into best practices and effectiveness of transportation and land use strategies which can be implemented at different scales across the Metropolitan Washington Region.

**DESIGN SUPPLEMENT**

Complete these questions for design projects only.

9. Explain strategies identified for funding and implementation of future design components for the project (1-2 sentences):

10. Will your project require a site survey?  YES  NO  UNCERTAIN





SHARON BULOVA  
CHAIRMAN

COMMONWEALTH OF VIRGINIA  
**County of Fairfax**  
BOARD OF SUPERVISORS

SUITE 530  
12000 GOVERNMENT CENTER PKWY  
FAIRFAX, VIRGINIA 22035-0071

TELEPHONE: 703/324-2321  
FAX: 703/324-3955  
TTY: 711

[chairman@fairfaxcounty.gov](mailto:chairman@fairfaxcounty.gov)

March 27, 2017

Kanti Srikanth  
Department of Transportation Planning, Director  
National Capital Region Transportation Planning Board Metropolitan Washington Council of Governments  
777 North Capitol Street, NE  
Suite 300 Washington, DC 20002-4290

Reference: Transportation and Land-Use Coordination (TLC) Technical Assistance Program

Dear Mr. Srikanth:

I am writing in support of two proposals that Fairfax County is submitting for consideration for the FY 2018 Transportation and Land-Use Coordination (TLC) Technical Assistance Program undertaken by the Metropolitan Washington Council of Governments (COG). This program is designed to provide assistance to local jurisdictions working on creative, forward-thinking, and sustainable transportation and land use plans and projects. Fairfax County Department of Transportation (FCDOT) staff continuously seeks creative solutions for transportation challenges that intend to balance land use and transportation objectives. For the TLC Technical Assistance Program, the County requests consideration for the following proposals (Applications Attached):

- **Technology Plan for a Travel Monitoring Program in Tysons**

By 2050, Tysons is envisioned to be a walkable, sustainable, 24-hour urban center where people live, work, and play. For this vision to be realized, the transportation system must evolve to produce a higher transit mode share and a reduced single-occupancy vehicle (SOV) mode share. On March 14, 2017, the Fairfax County Board of Supervisors approved the Tysons Urban Center Plan Implementation Update which outlines the goals and strategies necessary to fulfill the Tysons Vision, adopted by the Board in 2010. The Plan provides guidelines for mode share and vehicle trip reductions. The Plan also outlines strategies including enhanced pedestrian facilities, a network of bike lanes, increased bus service, and increased density around the four Tysons Silver Line Metrorail Stations necessary to transform Tysons into the walkable urban center which it is envisioned to be.

Consistent monitoring is a critical element of assessing the effectiveness of the land use and transportation strategies in the Tysons Urban Center Plan. A comprehensive technology plan for the Travel Monitoring Program in Tysons is needed to establish how best to collect and manage travel data to understand changes in travel behavior and monitor the Plan's transportation goals. FCDOT seeks \$60,000 in technical assistance through the TLC program to develop a Technology Plan for a Travel Monitoring Program in Tysons.

These detailed traffic data would go well beyond the capabilities of the County's current monitoring efforts to identify travel patterns and allow for timely programming and funding decisions, and for required adjustments to be made to the system. This analysis is expected to identify:

1. The appropriate tools and technology to collect travel data in Tysons;
2. How to utilize detailed travel data to monitor multimodal travel patterns, make adjustments to programming and funding decisions, and travel monitoring goals;
3. A plan for how to manage and share data with stakeholders including the public, possibly through the development of an online data dashboard;
4. Capital and annual costs associated with developing and maintaining a Travel Monitoring Program.

- **Columbia Pike Bicycle and Pedestrian Infrastructure Study**

The Fairfax County Board of Supervisors adopted the County's first Bicycle Master Plan on October 28, 2014. While most of the streets and corridors identified in the plan had specific recommendations, many of the larger corridors, including Columbia Pike from Maple Court (outside Bailey's Crossroads) to Little River Turnpike, were designated as "Policy Roads." These policy roads need more detailed study to determine recommendations for bicycle facilities, based on changing development and transportation patterns as well as physical and right-of-way constraints. This TLC grant would allow the County to study the Columbia Pike corridor in detail.

In addition to the need to build out a complete bicycle network, Columbia Pike is also lacking a connected pedestrian network. FCDOT continues to build infrastructure along Columbia Pike, and this study would provide bicycle and pedestrian-related mobility recommendations corridor-wide. FCDOT seeks \$60,000 in technical assistance through the TLC program for the Columbia Pike Bicycle and Pedestrian Infrastructure Study.

The main outcomes of the study would be:

1. Long term recommendations for the bicycle network that would replace the "Policy Road" designation on the bicycle master plan
2. Identification of missing pedestrian network segments
3. Short term bicycle and pedestrian project priorities and cost estimates
4. Recommendations to improve the ability of people to cross Columbia Pike safely

As the Transportation Planning Board considers proposals for the TLC program, we would appreciate your consideration of Fairfax County's applications, which are in the spirit of the TLC program and will aid the County's efforts to accomplish the goal of balancing transportation and land use. If you have any questions regarding this application, please contact Brent Riddle at 703-877-5659.

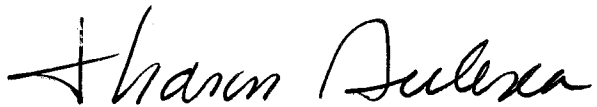
Mr. Kanti Srikanth

March 27, 2017

Page Three

Thank you, again, for your consideration of these projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharon Bulova". The signature is fluid and cursive, with a large initial "S" and "B".

Sharon Bulova  
Chairman

Attachments: a/s

cc: Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)  
Gregg Steverson, P.E., Chief, Site Analysis and Transportation Planning Division, FCDOT  
Todd Wigglesworth, Chief, Coordination and Funding Division, FCDOT  
Eric Teitelman, P.E., Chief, Capital Projects and Traffic Engineering, FCDOT



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

March 31, 2017

Kanti Srikanth  
Department of Transportation Planning, Director  
National Capital Region Transportation Planning Board Metropolitan Washington Council of  
Governments  
777 North Capitol Street, NE  
Suite 300 Washington, DC 20002-4290

Mr. Srikanth:

Over the last ten years, the Virginia Department of Transportation (VDOT) has worked very closely with Fairfax County as the County has developed and started to implement its Comprehensive Plan for Tysons Corner. Managing the transportation system and shifting more travel into public transportation as Transit Oriented Development occurs in Tysons is a critical aspect of achieving the vision for Tysons. In that regard, monitoring the performance of the transportation system is of utmost importance, and the product of this grant could be an important step in improving the monitoring system.

VDOT has had the opportunity to review and comment on the scope of work developed for the *Technology Plan for a Travel Monitoring Program in Tysons*, as submitted to the FY2018 Transportation and Land-Use Coordination (TLC) Technical Assistance Program. The project described in the application is consistent with VDOT goals and objectives for long-range planning. VDOT offers its support of the *Technology Plan* and the efforts of the Metropolitan Washington Council of Governments (MWCOCG) and Fairfax County Department of Transportation (FCDOT) if the project is selected in the FY2018 grant cycle.

A handwritten signature in black ink, appearing to read "Norman Whitaker".

Norman Whitaker  
Director, Transportation Planning  
VDOT, Northern Virginia District

cc: Ms. Helen Cuervo, VDOT  
Ms. Rene'e Hamilton, VDOT  
Ms. Maria Sinner, VDOT  
Mr. Leonard Wolfenstein, FCDOT



Attachment A: Detailed Area Map





# Technology Plan for a Travel Monitoring Program in Tysons

April 3, 2017

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- Scalability ..... 4
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## Study Area and Purpose

By 2050, Tysons is envisioned to be a walkable, sustainable, 24-hour urban center where people will live, work, and play. The Tysons Urban Center Plan (Tysons Plan) guides this smart growth vision, with land use and transportation strategies which include concentrated mixed-use development around the four Tysons Silver Line Metrorail Stations and a multimodal transportation network to provide a range of travel options to accommodate future growth.

The Tysons Plan ties overall development levels, measured as square feet of development, to target goals for mode share and vehicle trip reductions. These transportation goals were developed because the mode share for transit, pedestrian and bike trips must increase as Tysons grows to fulfill the vision in the Tysons Plan. Consistent travel monitoring is critical to assess the effectiveness of the strategies meant to balance transportation and land use, and to monitor transportation goals in the Tysons Plan.

In 2017, the Fairfax County Board of Supervisors (BOS) and Planning Commission (PC) unanimously approved an update to the Tysons Plan. The approval of the update to the Plan included a follow-on motion for county staff to develop a program to monitor the Plan's implementation.<sup>1</sup> Currently, travel data is collected manually once a year and presented as part of the Tysons Annual Report.<sup>2</sup> As the follow-on motion suggests, there is a recognized need for a more robust monitoring program to consistently and accurately collect data to assess trends over time. A major component of this effort includes improving the collection of travel data and integrating those data with changes in land use and development. Creating a Technology Plan for a Travel Monitoring Program in Tysons is critical for developing and implementing a Travel Monitoring Program to fulfill this directive. The Transportation/Land-Use Connections (TLC) Program would enable the Fairfax County Department of Transportation (FCDOT) to bring the most qualified outside expertise to the development of a state of the art program for travel monitoring. A map of the study area is provided in Attachment A.

## Requested Services

A Technology Plan for a Travel Monitoring Program in Tysons would provide guidance for how to best implement continuous and automated counters to collect volumes for vehicle, bicycle and pedestrian use in Tysons.<sup>3</sup> These detailed traffic data would be used to identify travel patterns and monitor transportation goals. Over time, this information would be used to evaluate the effectiveness of the transportation and land use strategies in the Tysons Plan.

## Scope of Work

FCDOT requests technical assistance to complete the following tasks pertaining to the development of a Technology Plan for a Travel Monitoring Program in Tysons:

1. Identify the appropriate tools and technology to collect travel data in Tysons;
2. Identify how to utilize detailed travel data to monitor multimodal travel patterns and monitor the transportation goals of the Tysons Plan over time;

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<sup>1</sup> Fairfax County Planning Commission. Motion on the Tysons Plan Amendment, March 2, 2017.

<http://www.fairfaxcounty.gov/planning/verbatims/verbatims030217pas13-ii-ty1tysonsimplementationdo.pdf>

<sup>2</sup> Fairfax County. Tysons Annual Report, 2011-2016. [http://www.fairfaxcounty.gov/tysons/implementation/annual\\_report.htm](http://www.fairfaxcounty.gov/tysons/implementation/annual_report.htm)

<sup>3</sup> Transit ridership data is collected annually from Fairfax County Connector Bus Service and WMATA. Modification of transit data collection is not included in this scope.

3. Develop a plan for how to manage and share data with stakeholders including the public, possibly through the development of an online data portal/dashboard;
4. Identify capital and annual costs associated with developing and maintaining a Travel Monitoring Program.

#### Task 1: Assessing Tools and Technology (45%)

Identify and assess the tools, technology, and/or software available for the continuous and automated collection of vehicular (including auto occupancy), bicycle, and pedestrian trip volumes. The assessment will include durability, life expectancy, and accuracy of data collection equipment and how data is transmitted from the counter, stored, and accessed. This assessment should also include a comparison of the capital and maintenance cost for the different types of data collection equipment and associated software.

The consultant and FCDOT will evaluate the pros, cons, and cost effectiveness of available tools and technology to identify which are appropriate for monitoring transportation goals and developing a Travel Monitoring Program for Tysons.

#### Task 2: Collecting and Utilizing Travel Data (30%)

Develop next steps to collect and utilize data from the technology identified in Task 1. This includes identifying locations for automated counters based on an assessment of currently used count locations with an evaluation of any gaps in data collection. The consultant would also suggest a methodology to apply travel data collected to the transportation monitoring goals for mode share and vehicle trip reduction goals in the Tysons Plan.

For this task, Fairfax County will provide a summary of all previous or current monitoring efforts including: land use and travel data collected for the Tysons Annual Report (2011-2016), the status of implementation of the automatic passenger counter (APC) system for the Fairfax Connector, and Silver Line Metrorail and Metrobus ridership data provided by the Washington Metropolitan Transit Administration (WMATA). The methodology developed by the consultant should integrate the data which would be collected using the technology identified in Task 1 with ongoing data collection efforts.

#### Task 3: Sharing Travel Data (10%)

Identify methods for sharing data with stakeholders, such as the Virginia Department of Transportation (VDOT), Tysons Partnership, Metropolitan Washington Council of Governments (MWCOC), Fairfax County Board of Supervisors, Fairfax County Planning Commission, and the public. Data sharing may be accomplished by a user portal/online dashboard which would allow a user friendly and interactive experience to view timely travel data. Examples of such dashboards include the Portland Bureau of Transportation dashboard or Smart City Dashboard.<sup>4</sup>

#### Task 4: Costs (15%)

The final task associated with this project is the development of a cost estimate for creating and sustaining a Travel Monitoring Program in Tysons. The estimate would include capital and maintenance

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<sup>4</sup> Example dashboards: [http://www.migtownsquare.com/app\\_pages/view/31](http://www.migtownsquare.com/app_pages/view/31); <http://blog.netvibes.com/blog/smart-city-dashboard/>

cost for equipment and software (identified in Task 1), the online dashboard, costs for dedicated staff needs, and other incidental costs.

### Future Planning and Implementation

The final deliverable for the project is a Technology Plan which would serve as the blueprint for developing a Travel Monitoring Program in Tysons. The deliverable will be shared with potential end-users of the data, listed in Task 3. These users and other stakeholders would be engaged when the Technology Plan is to be implemented. The county would work closely with the Virginia Department of Transportation (VDOT), the owner of the roads in Fairfax County, to implement the plan.

The approval of the Tysons Plan Amendment and the follow-on motion to develop a Monitoring Program demonstrates local government support and desire for a program such as the one described here. At the public hearing for the Plan Amendment, community members and community groups such as the McLean Citizens Association expressed support for monitoring efforts specific to the Tysons Plan transportation goals.<sup>5</sup> VDOT also has had the opportunity to review this scope and has written a letter in support of the project (Attachment 2).

### Local and Regional Benefits

Monitoring transportation goals in the Tysons Plan is integral to fulfilling the Tysons vision, which promotes access, equity, vibrancy, and quality of life in the only designated urban center in Fairfax County. This study presents an opportunity to understand, assess, and monitor the land use and transportation strategies developed to decrease single-occupancy vehicle (SOV) trips in Tysons. Over time, the data collected will provide greater insights and best practices for effective transportation and land use strategies which can be implemented at different scales across the Metropolitan Washington Region.

The land use and transportation strategies outlined in the Tysons Plan are consistent with the goals, priorities and strategies identified in the Regional Transportation Priorities Plan (RTPP). The monitoring and metrics developed in the study would support goals and strategies in the RTPP including: providing a range of transportation options, promoting successful economic development around transit stations, limiting the impact of growth on the surrounding communities, improving the function of the overall transportation network, and ensuring access and transportation options for all persons with disabilities or low income (by supporting workforce development housing goals in Tysons). Fairfax County believes that transportation issues and goals in Tysons are reflective of issues in the Metropolitan Washington region and that a partnership with MWCOG as a part of the TLC FY 2018 program is beneficial to the county and the region.

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<sup>5</sup> McLean Citizens Association. Resolution on Tysons Implementation Plan Amendment, March 10, 2017. [http://www.fairfaxcounty.gov/tysons/mca\\_resolution\\_on\\_tysons\\_imp\\_plan\\_amendment.pdf](http://www.fairfaxcounty.gov/tysons/mca_resolution_on_tysons_imp_plan_amendment.pdf)

## Scalability

The Technology Plan for a Travel Monitoring Program in Tysons represents an opportunity to develop a robust Travel Monitoring Program in Tysons. Full funding of the project would produce a document which is “implementation ready” at a moment in time at which it appears that the political and community interest is in place to put the plan into action.

However, recognizing the resources of the Transportation and Land Use Connection (TLC) program are limited, the project could thoughtfully be scaled back. Under this scenario, Fairfax County would request that the selected consultant focus efforts on completing the initial steps necessary to develop a Travel Monitoring Program including identifying the technology, hardware and applications of a Technology Plan.

*Task 1: Assessing Tools and Technology* is the foundation of the project. Without the assistance of the TLC program and the expertise of the selected consultant, the county lacks the resources to complete this task on its own. In a scaled-back scenario, this task could be completed almost entirely as described in the project description, with perhaps some scaling back on the number of technologies and cost estimates for equipment and associated software that the consultant would be asked to provide. This could be accomplished by screening many available technologies and focusing efforts very early in the process. This approach is not ideal as it may not allow for a thorough assessment of available technologies and associated costs.

In a scaled-back scenario, components of *Task 2: Collecting and Utilizing Travel Data* could also be completed. The consultant would be asked to identify locations for automated counters based on an assessment of currently used count locations and could evaluate any gaps in data collection, utilizing the technology identified in Task 1. The second half of this task, developing a methodology to apply travel data, would have to be completed by the county or more likely, another consultant, after work on the scaled back scope is complete.

Without TLC funds, Tasks 3 and 4 *Sharing Travel Data* and *Costs* would likely be put on hold until the point in time when the Monitoring Plan would be fully implemented.

Completing Tasks 1 and 2 under the TLC Program would provide the county with a basic understanding of the technology, hardware, cost and data collection methods necessary to develop a robust Travel Monitoring Program. However, the scaled back approach would not provide the same “implementation ready” project described above. Without dedicated staff time and expertise to complete remaining tasks, it is likely that county funds would have to be found to bring a new consultant on board to complete the plan. The new consultant would have to be brought up to speed on the work already complete. In the interim, the project may lose valuable momentum which is required to move the plan to implementation. For these reasons Fairfax County requests the full \$60,000 for a Technology Plan for a Travel Monitoring Program.





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

March 31, 2017

Kanti Srikanth  
Department of Transportation Planning, Director  
National Capital Region Transportation Planning Board Metropolitan Washington Council of  
Governments  
777 North Capitol Street, NE  
Suite 300 Washington, DC 20002-4290

Mr. Srikanth:

Over the last ten years, the Virginia Department of Transportation (VDOT) has worked very closely with Fairfax County as the County has developed and started to implement its Comprehensive Plan for Tysons Corner. Managing the transportation system and shifting more travel into public transportation as Transit Oriented Development occurs in Tysons is a critical aspect of achieving the vision for Tysons. In that regard, monitoring the performance of the transportation system is of utmost importance, and the product of this grant could be an important step in improving the monitoring system.

VDOT has had the opportunity to review and comment on the scope of work developed for the *Technology Plan for a Travel Monitoring Program in Tysons*, as submitted to the FY2018 Transportation and Land-Use Coordination (TLC) Technical Assistance Program. The project described in the application is consistent with VDOT goals and objectives for long-range planning. VDOT offers its support of the *Technology Plan* and the efforts of the Metropolitan Washington Council of Governments (MWCOC) and Fairfax County Department of Transportation (FCDOT) if the project is selected in the FY2018 grant cycle.

A handwritten signature in black ink, appearing to read "Norman Whitaker".

Norman Whitaker  
Director, Transportation Planning  
VDOT, Northern Virginia District

cc: Ms. Helen Cuervo, VDOT  
Ms. Rene'e Hamilton, VDOT  
Ms. Maria Sinner, VDOT  
Mr. Leonard Wolfenstein, FCDOT

Loudoun County  
Engineering Analysis for Bike-Ped Connections  
to Future Metrorail





## MEMORANDUM

**TO:** Pre-qualified TLC Firms  
**FROM:** John Swanson, Transportation Planner  
Nicole McCall, Regional Planner  
**SUBJECT:** Project Scope for TLC Engineering Analysis to Improve Bicycle and Pedestrian Connection to Future Metro Stations  
**DATE:** July 28, 2017

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### **TLC ENGINEERING ANALYSIS TO IMPROVE BICYCLE AND PEDESTRIAN CONNECTIONS TO FUTURE METRO STATIONS**

**FUNDING: \$25,000**

The project will produce a traffic signal warrant analysis to improve vehicular and pedestrian safety at the intersection of Waxpool Road (Route 625) / Shellhorn Road (Route 643) in Loudoun County. The analysis will document site-specific crash, geometric, and traffic volume data to advance implementation of improvements to reduce the conflict of motorized vehicles and non-motorized users. It will serve as documentation for approval for control devices to be implemented prior to the region's Metrorail system opening in Loudoun County

Located in the Loudoun County Suburban Policy area, the intersection is within the 1-mile radius of the future Ashburn Metro Station. It was ranked by Loudoun County's intersection improvement program as needing immediate improvements to reduce vehicular and pedestrian/bicycle movement conflict and reduce the severity of crashes. The improvements will enhance multimodal connectivity between existing and planned transit-oriented development (TOD) near future Metrorail Station and nearby residential communities and schools and support the last-mile connection for pedestrians and cyclists who will make use of the Metrorail Silver Line.

#### Project Tasks:

- (1) Traffic signal warrant analysis addressing the existing conditions and documenting site-specific data
  - a. Document and analyze site specific crash, geometric, and traffic volume data
  - b. Advance implementation of improvements to reduce the conflict of motorized vehicles and non-motorized users

#### Reference:

- Approval of Technical Assistance Recipients Under the FY 2018 Transportation Land-Use Connections <https://www.mwcog.org/newsroom/2017/05/17/tpb-approves-funding-for-eight-projects-that-integrate-transportation-planning-and-land-use-walkability-bicycling-walking-transit-tlc-program-tpb/>
- FY2018 TLC Projects - Applications Approved for Funding by the TPB May 17, 2017 <https://www.mwcog.org/assets/1/6/FY2018-TLC-Applications-ApprovedProjects.pdf>



**TLC** **FY 2018 PROJECT APPLICATION**  
**TRANSPORTATION/LAND USE**  
**CONNECTIONS**  
TECHNICAL ASSISTANCE

Submit completed applications to  
TLC@mwkog.org by Monday, April 3, 2017 at  
4:00 pm. For questions or comments:  
Lamont B. Cobb  
(202) 962-3234  
[mwkog.org/tlc](http://mwkog.org/tlc)  
[TLC@mwkog.org](mailto:TLC@mwkog.org)

**CONTACT INFORMATION**

Project Name:

Engineering Analysis to Improve Bicycle and Pedestrian Connections to Future Metro Stations

Jurisdiction:

County of Loudoun

Requested Funding:

\$60,000

Primary Contact:

Rowes Hanna

Title:

Transportation Engineer

Agency:

County of Loudoun

E-mail:

rowes.hanna@loudoun.gov

Phone:

Secondary Contact:

Eloisa Thring

Title:

Traffic Engineering Program Manager

Agency:

County of Loudoun

E-mail:

eloisa.thring@loudoun.gov

Phone:

Collaborating Agency Contact (if applicable):

Title:

Agency:

E-mail:

Phone:

Implementing Agency Contact (if applicable):

Title:

Agency:

E-mail:

Phone:

This application form, the project overview form, frequently asked questions (FAQs), information about past projects, and more details about the program may be found at [www.mwkog.org/tlc](http://www.mwkog.org/tlc).





**TLC** **FY 2018 PROJECT APPLICATION**  
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**PROJECT DESCRIPTION**

1. Provide a brief project description (1-3 sentences):

Building on FY 2014 efforts, the County seeks to conduct engineering analysis at five intersections to support identified improvements for bicycle and pedestrian facilities within one-mile radius of two future metrorail stations. These intersections were previously identified on priority corridors in previous planning efforts and in a recent county-wide intersection improvement program. This project would document site-specific crash, geometric, and traffic volume data to advance implementation of improvements to reduce the conflict of motorized vehicles and non-motorized users.

2. Describe the final product resulting from this project (1-2 sentences):

The final product will be a traffic signal warrant analysis addressing the existing conditions and documenting site-specific data at each intersection separately. Analysis would be documentation for approval for control devices to be implemented prior to the region's metrorail system opening in Loudoun County. If funding is not available, the number of intersections evaluated may be reduced.

3. Explain what linkages this project creates between agencies or jurisdictions (1-2 sentences):

A traffic signal assigns the right of way to approaching vehicles to commute between different districts of Loudoun County and to neighbor jurisdictions. In addition, the signal is placed to ensure a safe and orderly traffic flow, to protect pedestrians/ bicyclists and vehicles crossing the intersection, and to help lessen the severity and frequency of crashes for traffic from and to the future Metro stations.

4. Explain how this project will create clearly defined priorities or next steps (1-2 sentences):

Once the federal guidelines minimum conditions are met, the County will submit the warrant analysis to VDOT for approval and allowance for design and then construction. The installation of a traffic signal time frame is between 24 to 48 month considering planning, design and construction which is about the time for the opening of the future metro stations.

**LOCAL CONTEXT**

5. Explain any prior or planned public outreach/participation involved with this project (1-2 sentences):

In June 2014, Pedestrian and Bicycle Station Access Study was conducted and funded by TLC to provide recommendations to improve pedestrian and bicycle accessibility to the future metro stations. Key corridors were identified for connectivity. Following that study, the County developed specific projects to program in the CIP for implementation. The Board of Supervisors supported the efforts.

6. Explain how the project will address transportation and land use issues specific to the local community (1-3 sentences):

Pedestrian and bicycle connectivity cannot be accomplished without intersection improvements and traffic signal installation at busy intersections to ensure a safe and orderly traffic flow, to protect pedestrians and vehicles crossing the intersection, and to help lessen the severity and frequency of crashes. This effort would support the growth of transit-oriented development around the future metrorail stations and allow for a more balanced network.

**Jurisdiction:**

County of Loudoun

**Project Name:**

Engineering Analysis to Improve Bicycle and Pedestrian Connections to Future Metro Stations

**Requested Funding:**

\$60,000

**Indicate your project type:**

**PLANNING**       **DESIGN**

**Indicate whether project is new or update to existing study/design:**

**NEW**       **UPDATE**

**Check here if your project previously received support through TLC or ULI-TAP.**



**TLC** **FY 2018 PROJECT APPLICATION**  
**TRANSPORTATION/LAND USE**  
**CONNECTIONS**  
TECHNICAL ASSISTANCE

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TLC@mwkog.org by Monday, April 3, 2017 at  
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mwkog.org/tlc  
TLC@mwkog.org

**REGIONAL GOALS AND PRIORITIES**

7. Note how the project supports or advances the transportation and land use goals of the Regional Transportation Priorities Plan and Region Forward

(Check those that meaningfully and specifically apply to your project):



**MULTIMODAL TRANSPORTATION OPTIONS**

Provides, enhances, supports, or promotes the following:

- Access and safety improvements to transit stops and stations
- Accessibility for disadvantaged groups (low income families, disabled persons, the elderly, racial/ethnic minorities, or persons with limited English proficiency)
- Complete Streets-related improvements
- Planning and implementation of bicycle and pedestrian facilities
- Safe Routes to School planning
- Streetcars, bus rapid transit and other transit alternatives

If your project is near a rail, streetcar, bus rapid transit or other transit station, identify below:

**The traffic signal warrants for intersections within 1-mile radius of the 2 future rail stations.**



**DIVERSE, MIXED USE COMMUNITIES**

Enhances or supports regional Activity Centers and local communities:

- Concentrating growth of jobs and households
- Access to jobs and/or affordable housing for disadvantaged groups
- Mixed-use, compact development

If your project is located in one or more Activity Centers, identify below:

**Ashburn Station and Loudoun Gateway Station**

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-motorized travel within one or more Activity Centers

8. Explain what lessons learned or models the project can provide for the region (1-3 sentences):

This project will improve the multi-model transportation system by providing a safe pedestrian and bicycle connectivity to and from future metro stations by installing crosswalks and ADA ramps associated with traffic signals. The project study area is in Loudoun County Suburban Policy Area where growing activity centers are positioned for concentrated future population growth and development consistent with the UDA section of the Code of Virginia. This project will support uninterrupted travel of residents, retail patrons, and employees between activity centers and future metrorail stations.

**DESIGN SUPPLEMENT**

Complete these questions for design projects only.

9. Explain strategies identified for funding and implementation of future design components for the project (1-2 sentences):

10. Will your project require a site survey?  YES  NO  UNCERTAIN





## Loudoun County, Virginia

[www.loudoun.gov](http://www.loudoun.gov)

Department of Transportation and Capital Infrastructure  
1 Harrison Street, S.E., Fourth Floor, Leesburg, VA 20175  
Telephone (703) 737-8624 • Fax (703) 737-8513

April 3, 2017

The National Capital Region Transportation Planning Board  
777 North Capitol St, NE, Suite 300  
Washington, D.C. 20002

RE: Loudoun County FY 2018 Transportation/ Land Use Connections Application Letter of Endorsement

Dear Transportation/ Land Use Connections (TLC) Program Coordinator:

On behalf of the Department of Transportation and Capital Infrastructure, I would like to express support for Loudoun County's application to the National Capital Region Transportation Planning Board (TPB) for Bike and Pedestrian Safety Improvement Program to analyze bicycle and pedestrian improvements at locations within 1-mile radius of the Loudoun Gateway and Ashburn Metro Stations. The project submission addresses pedestrian and bicycling safety in an area of increasing population density and activity, provides for the connection of to a shared use path to intersections; upgrades pedestrian intersection crossings, and upgrades curb ramps to meet ADA requirements.

In June 2014, Loudoun County completed a Pedestrian and Bicycle Station Access Study which outlines priority projects for access to future Ashburn and Loudoun Gateway Metrorail Stations. The planned Metrorail stations and adjacent high density, mixed-use developments will all generate significant pedestrian and bicycle activity. Due to the lack of pedestrian and bicycle facilities and existing missing links, users choose to drive to nearby destinations because of the safety challenges. Implementation of the proposed facility would encourage safe pedestrian and bicycle activity and provide multi-modal access for the adjacent communities.

We understand the importance of the TLC fund and fully support these projects to maximize the utilization transportation networks in Loudoun County and ultimately improve multi-modal connectivity.

Thank you for leading this opportunity. We look forward to a successful effort.

Sincerely,

Joe Kroboth, III, PE, LS  
Director

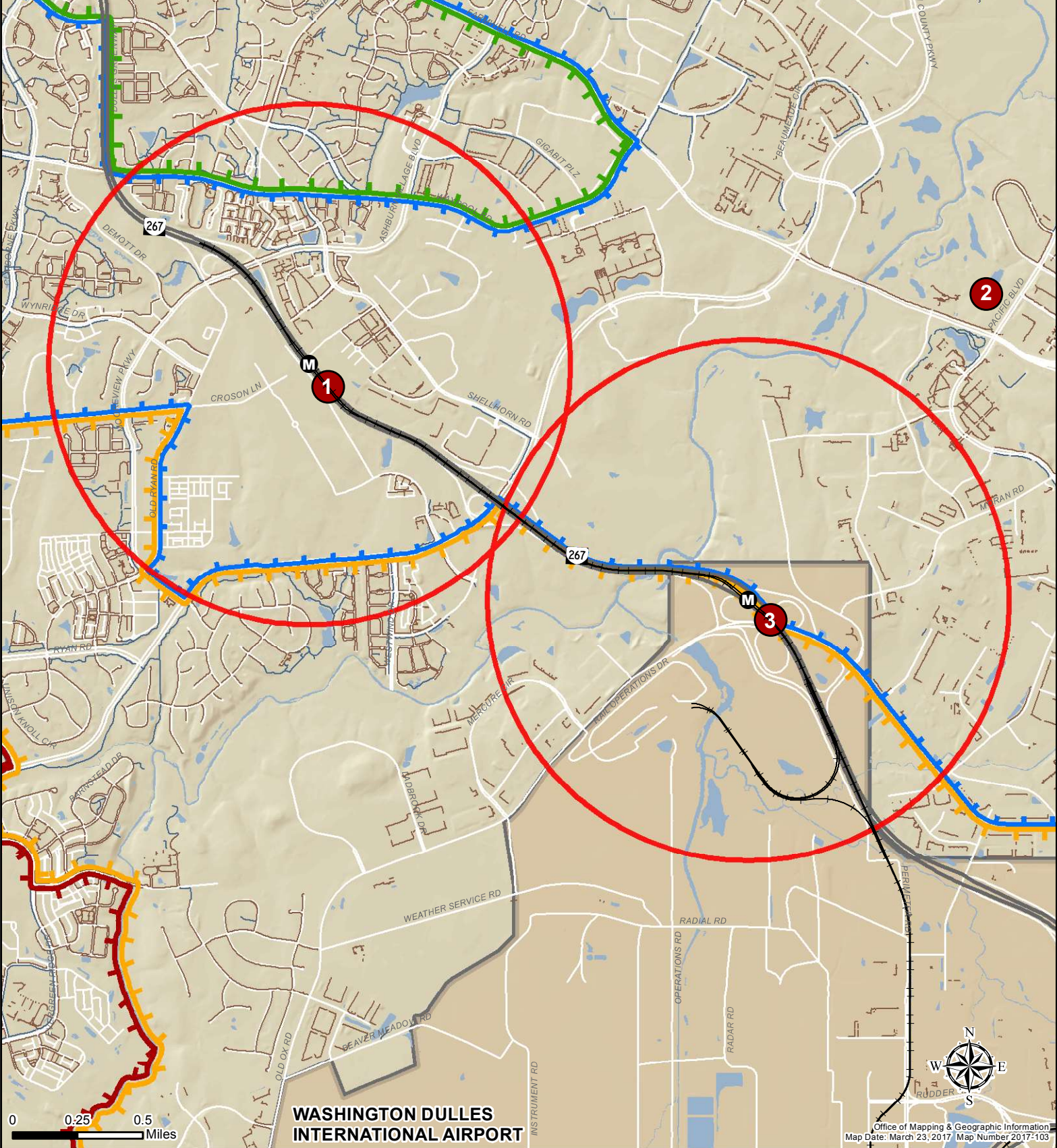
Cc: Eloisa Thring, Traffic Control Engineer (via email)  
Rowes Hanna, Transportation Planner (via email)  
Penny Newquist, Deputy Director (via email)



# Transportation/Land Use Connections Application

## Technical Assistance

<b>M</b> Metro Stations	<b>Activity Centers</b>
— Metro Track	<b>1</b> Loudoun Gateway Station
<b>1 Mile Buffer (Project Location)</b>	<b>2</b> Route 28 Central
— Major Roads	<b>3</b> Ashburn Station
<b>Pedestrian Network</b>	<b>Election Districts</b>
— Shared Use Paths	<b>Ashburn</b>
— Sidewalk	<b>Blue Ridge</b>
— Trail	<b>Broad Run</b>
— Roads	<b>Dulles</b>



**WASHINGTON DULLES  
INTERNATIONAL AIRPORT**





## Loudoun County, Virginia

[www.loudoun.gov](http://www.loudoun.gov)

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Department of Transportation and Capital Infrastructure  
1 Harrison Street, S.E., Fourth Floor, Leesburg, VA 20175  
Telephone (703) 737-8624 • Fax (703) 737-8513

**To:** The National Capital Region Transportation Planning Board

**From:** Loudoun County, Department of Transportation and Capital Infrastructure

**Date:** April 3, 2017

**Subject:** Brief Project Description for Transportation/ Land Use Connections Application

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The purpose of this document is to provide a brief project description for Engineering Analysis to improve Bicycle and Pedestrian Connections to Future Metro Stations FY 2018 for the Transportation/ Land Use Connections (TLC) technical assistance.

### **Overall scope and requested service**

Building on FY 2014 Pedestrian and Bicycle Station Access Study, the County seeks to conduct detailed engineering analysis at five intersections to support identified improvements for bicycle and pedestrian facilities within one-mile radius of two future metrorail stations (Loudoun Gateway and Ashburn Stations). These intersections were previously identified on priority corridors in previous planning efforts and in a recent county-wide intersection improvement program. This project would document and analysis site-specific crash, geometric, and traffic volume data required to complete a formal signal warrant analysis and advance implementation of improvements to reduce the conflict of motorized vehicles and non-motorized users. The five intersections are:

1. Waxpool Rd (Route 640) at Shellhorn Rd (Route 643)
2. Waxpool Rd (Route 640) at Ashburn Rd/ Ryan Corner Place (Route 641)
3. Faulkner Pkwy (Route 640) at Ashburn Rd (Route 641)
4. Mooreview Pkwy (Route 2298) at Wynridge Dr/ Claude Moore Ave (Route 2394)
5. Old Ox Rd (Route 606) at Commerce Ctr Ct

### **Benefits to applicant's local community and the region**

Completing the pedestrian and bicycle network through the installation of missing shared use path, intersection crosswalks and ADA ramps at intersections will improve safety and will remove barriers for nonmotorized travel in the area. The network improvements will enhance multimodal connectivity between existing and planned transit-oriented development (TOD) near the future Metrorail Station and nearby residential communities and schools. The connection to existing infrastructure will serve as a last-mile connection for pedestrians and cyclists who will make use of the Metrorail Silver Line. The connection to existing infrastructure will provide connectivity from this transit hub toward the Washington & Old Dominion Trail, expanding pedestrian and bicyclist access to a regional scale. There are several residential communities, retail shops, host sports activities and future metrorail stations planned for the area. All of these places will generate a high level of pedestrian and bicycle activity in the community. Due to the lack of pedestrian and bicycle facilities to cross intersections, residents choose to drive to nearby destinations because of the safety challenges. This project would identify traffic signal analysis that would encourage and increase pedestrian and bicycle activities in the area, providing multimodal access for the community. It is anticipated that peak hour pedestrian and bicycle volumes will increase with the planned TODs near the future Loudoun Gateway and Ashburn Metrorail Stations.

### **Connections to regional policies identified in the Regional Transportation Priorities Plan and/or Region Forward**

According to 2010 Loudoun County Transportation Plan (CTP), “The County has worked to improve provisions for pedestrians, including sidewalk networks, pedestrian-oriented intersection designs, and traffic calming measures to encourage pedestrian travel. While much progress has been made with respect to pedestrian accommodations, much still needs to be accomplished to ensure that walking is reliably a safe and convenient option.” This project will address the accommodation of pedestrian and bicycle facilities according to the CTP and Virginia Department of Transportation (VDOT) guidelines. Per the CTP and VDOT guidelines, the pedestrian and bicycle accommodations would include: 10-foot shared use path connections, ADA ramps, standard or high visibility crosswalks and pedestrian and bicycle signal accommodations which are all parts of intersection improvements by a traffic signal installations.

The Region Forward vision recommends focusing the majority of metropolitan Washington’s growth in these Activity Centers. The region boasts some of the nation’s best examples of transit-oriented developments where residents have access to housing, jobs, and transportation choices as well as cultural and recreational activities. The quality of life in these vibrant activity centers help the region attract and retain businesses and workers. And transit expansions, such as the Silver Line connection to Tysons Corner and Dulles Airport, will connect more transit riders with key job centers. The five subject intersections are located in designated Activity Centers and will promote access to the future metrorail stations.

### **Strategies to address recommendations from the project, as well as provide for future planning, funding, and implementation**

In response to intersections improvement program that was presented to Loudoun County Board of Supervisors (Board) on March 23<sup>rd</sup>, the Board supported the program and moved the intersection improvement program to the Finance and Government Operation and Economic Development Committee for review and recommendation to assign funding for planning, design and implementation. The intersections’ improvements are similar to traffic signal installation, addition of turning lanes, and addition of pedestrian and bike facilities. The five intersections listed above as part of this funding request are included in the high ranked 73 intersections that would need immediate improvement to reduce vehicular and pedestrian/bicycle movement conflict and reduce the severity of crashes. Once traffic signal analysis meet the guidelines conducted through this project, these intersections are subjected to design and construction fund due to their essential locations to the future Metro Stations.

### **Collaboration with other agencies**

Once the federal guidelines minimum conditions are met for traffic signal analysis to improve the motorized and non-motorized intersection movements, the County will submit the intersection warrant analysis to VDOT for approval and allowance for design and then construction. The installation of a traffic signal time frame is between 24 to 48 month considering design and construction which is about the time for the opening of the future metro stations. During that time period, the County and VDOT will work jointly to ensure approval of design and final implementation of warranted intersection improvements.

### **Integration of public input and community support for future funding and implementation decisions**

The County recently generated and presented intersection improvement program to highlight priority intersections that would need improvements based on the Average Annual Daily Traffic (AADT), crash history, and developments surrounding an intersection. In response to the program, Loudoun County Board of Supervisors has supported the program and advanced the intersection improvement program to the Finance and Government Operation and Economic Development Committee for review and recommendation to assign fundings for planning, design and implementation of improvements at these intersections. The five intersections listed above are included in the 73 highly ranked intersections that would need immediate improvement to eliminate vehicular and non-vehicular traffic movement conflict



and reduce the severity of crashes. Once improvements are identified from this project, these intersections are subjected to design and construction funding due to the close proximity to the future Metro Stations. In addition, a Letter of Support from Director of Department of Transportation and Capital Infrastructure is attached with this application.

**Inclusion of diversity and/or equity measures in planning process and desired outcomes**

Loudoun County is committed to improvements that are equitable for all residents and seeks input from communities during planning and project development. Community outreach is an essential component to all planning efforts and stakeholder groups are often formed to weigh-in on transportation decisions. Community meetings are held for residents and business owners to share input on specific projects. Additionally, outreach through community newsletters and other social media outlets are typically used by District Supervisors to reach constituents and receive feedback to incorporate in transportation improvements. An extensive community outreach effort is currently underway as part of the County's Comprehensive Plan Update which includes the Countywide Transportation Plan Update.

**Concise description of how the project might be scaled down if not fully funded**

Since this project is analyzing intersection improvements at five individual intersections, per the fund availability, the project may consider analyzing the number of intersection that would fit the fund options.