

**Top Priority Unfunded Bike/Ped Projects**  
**9/18/2012**  
**Item 6A**

DRAFT 9/18/2012

Bicycle/Pedestrian Subcommittee 9/18/2012, Item 6A

State	Jurisdiction	Lead Agency	Project Name	FY 2013 Funding Requested (\$ thousands)	Transit Access	Bicycle Network Connectivity	Pedestrian Safety	On Last Year's List?	Funding Status	Funding Allocated before 11/2010 Priority List**	Funding Allocated since 11/2010	Funding Needed After FY2013***	Estimated Total Cost****
DC	District of Columbia	DDOT	Metropolitan Branch Trail (Fort Totten section)	\$3,000	Y	Y	Y	Y	P	\$4,000	\$0	\$13,000	\$20,000
MD	Frederick City	City of Frederick	US 15 Trail Tunnel		Y	Y	N	N					\$1,300
	Frederick County	Frederick County Division of Parks & Recreation	Monocacy River Greenway Trail Phase I		Y	Y	Y	Y	P				\$0
	Montgomery County	Montgomery County DOT	MacArthur Boulevard Bikeway Improvements Segment 3 Design		Y	Y	Y	P					\$0
	Prince George's County	M-NCPPC Prince George's County	Rhode Island Avenue Trolley Trail Extension	\$0	Y	Y	Y	Y	P	\$600	\$75	1,000	\$1,675
VA	Alexandria	City of Alexandria	Holmes Run Greenway Shared-Use Path Improvements	0	Y	Y	Y	P		0	1,700	3,300	\$5,000
	Arlington	Arlington County	Arlington Boulevard Pedestrian & Bikeway Improvements	0	Y	Y	Y	P		60	300	3,640	\$4,000
	Fairfax County	Fairfax County DOT	Leesburg Pike Seven Corners to Alexandria Pedestrian Initiative	5,000	Y	Y	Y	P		4,000	0	0	\$9,000
	Town of Herndon	Town of Herndon	Folly Lick/Spring Branch Regional Trail to Dulles Metrorail	835	Y	Y	Y	N		0	0	795	\$1,630
	Loudoun County	Loudoun County Office of Transportation	Route 7 Grade Separated Bicycle and Pedestrian Crossing	4,700	Y	Y	N	N		0	0	4,700	\$5,000
	Prince William County	Prince William County/VDOT	Rte 234 Sidewalk from Country Club Dr to Route 1					N					
ALL	Washington Region	Metropolitan Washington Council of Governments	Regional Bike Sharing		Y			N	P				

Total Cost \$13,535 \$8,660 \$2,075 \$26,435 \$47,605

D.C. Total	\$3,000
Maryland Total	\$0
Virginia Total	\$10,535
Regional	\$0

Projects from the December 2010 Priority List that Subsequently Received Full Funding

MD					fully funded
VA					fully funded
ALL					fully funded

**Projects from the December 2009 Priority List that Subsequently Received Full Funding**

State	Jurisdiction	Project Name	Funding					
MD	Montgomery County	Macarthur Boulevard Bikeway Improvements Segment	9,530			Y		fully funded
VA	Prince William County	Old Bridge Road Sidewalk	5,000		Y		Y	fully funded
ALL	WMATA area	WMATA Bicycle Parking Project	1,165		Y			fully funded

**Projects from the December 2007 Priority List that Subsequently Received Full Funding\*\*\*\*\***

State	Jurisdiction	Project Name	Funding					
MD	Montgomery County	Falls Road Shared-Use Path	5,000		Y		Y	fully funded

**Projects from the December 2006 Priority List that Subsequently Received Full Funding**

State	Jurisdiction	Project Name	Funding					
VA	Alexandria	Holmes Run Pedestrian/Bicycle Crossing	750		Y	Y	Y	fully funded
	Fairfax County	Route 1 Pedestrian and Bicycle Safety Improvements	18,000	Y		Y	Y	fully funded
	Prince William County	Dumfries Road (Route 234) Bike Path	732	Y		Y	Y	fully funded
			\$19,482					

\*All projects are included in approved local plans and/or supported by the local government. Although some have been funded for study, none have received a full funding commitment.  
 \*\*Funding requested" reflects funds that will be needed during the coming fiscal year. "N" is not funded, "P" is partially funded.  
 \*\*\*Known funding allocated in recent years. May not include previous funding for related but separate project on the same facility.  
 \*\*\*\*May not include future costs for related but separate projects on the same facility.  
 \*\*\*\*\*Costs are in FY 2012 dollars. Inflation may increase nominal total cost.  
 \*\*\*\*\*No projects from the December 2008 list subsequently received full funding.

## **Priority Bicycle/Pedestrian Project Descriptions and Background**

### **1. Metropolitan Branch Trail, Fort Totten Section (District of Columbia)**

This 7.7 mile multi-use path will run from Union Station to Silver Spring, parallel to the Red Line of the Metro. It will link to the planned Prince George's Connector Trail at Fort Totten. On the Montgomery County side, the trail will eventually connect to the Georgetown Branch Trail.

The Metropolitan Branch Trail has been a high priority for the District of Columbia for many years. It is in the District of Columbia Comprehensive Plan and in the District of Columbia Bicycle Plan. From Union Station north through the New York Avenue Metro station and over Florida Avenue, as far as Franklin Street, is complete and open to the public.

DDOT staff and the Bicycle Advisory Committee selected it as the top priority unfunded bicycle and pedestrian project for the District, and the Director of DDOT approved the selection. Jim Sebastian of DDOT reconfirmed that the Metropolitan Branch Trail remains the top priority unfunded bicycle and pedestrian project. This project is included in the 2010 Bicycle and Pedestrian Plan for the National Capital Region.

### **2. US 15 Trail Tunnel (City of Frederick)**

Connection of the two busiest shared use paths in the City; Carroll Creek and Rock Creek Trail at US15. This is a tunnel crossing linking the east and west parts of the city. Would be sustainably used for both commuting and recreation. The impact of this project would benefit the entire Frederick County Region as the other bounds of the City Path System connects to the County's, that connects to the C&O Canal Trail.

Tim Davis of the City of Frederick identified this project as the City of Frederick's top priority unfunded bicycle and pedestrian project.

### **3. Monocacy River Greenway Trail Phase I, between Tuscarora Creek and Ballenger Creek – (Frederick County)**

The Monocacy River is one of the most visible natural features in Frederick County. The Monocacy is one of the most often mentioned corridors, by the public, to have a parallel trail. The corridor is primarily in agricultural use except for the central priority section around Frederick City South to Monocacy Battlefield and west of I-270 to Ballenger Creek which has developed with residential uses and some industrial and commercial uses. The priority segment is the 11 miles between Tuscarora Creek and Ballenger Creek. The priority segment does include a number of properties currently under public ownership. Very little of the rest of the floodplain along the River is under public ownership. The priority segment of this trail would go from the City of Frederick at

Tuscarora Creek and proceed south to the Monocacy Battlefield and the intersection with the Ballenger Creek Trail. Portions of the trail between Carroll Creek and Tuscarora Creek have been built by developers.

The use of this trail would be for recreation and transportation. There are several parks along the Monocacy River including Pinecliff Park (County) and Buckeystown Park (County), the Monocacy National Battlefield Park, and the C&O Canal National Historical Park. Other parks that could be accessed from existing and proposed connecting trails include Fountain Rock Park (County), Planned Ballenger Creek Trail (County), Monocacy Boulevard Trail (City), Carroll Creek Park/Trail (City), Proposed Linganore Creek Trail and the Sugarloaf Mountain area. The Monocacy River trail would also provide access to Monocacy Natural Resource Area which is managed by MD DNR. This trail could be part of the proposed Grand History Loop, a proposed network of trails that would connect Gettysburg, PA; Washington DC; and the Baltimore / Annapolis area. It is included in

John Thomas, Principal Planner of Frederick County, nominated this project, and Fred Burns, PE, confirmed that it is still the County's top priority unfunded bicycle and pedestrian project. This project is included in the 2010 Bicycle and Pedestrian Plan for the National Capital Region, and in the Frederic County Bikeways and Trails Plan.

Conceptual Alignment:

<http://maps.google.com/maps/ms?ie=UTF&msa=0&msid=117219674188621679992.000452259207a3bb7b5dc>

#### **4. Rhode Island Avenue Trolley Trail Extension (Prince George's County)**

This trail will extend the existing segment of the Trolley Trail that was constructed by the City of College Park. It will provide bike and pedestrian access through several residential communities and to the Riverdale Park Town Center. It will also connect to the Northwest Branch Trail.

The 30 percent design drawings have recently been completed and the M-NCPPC Department of Parks and Recreation has \$650,000 for final design and some construction. Additional funding will be needed as the total cost is estimated to be well over one million dollars. As a transportation connection, this trail will be lighted, which adds significantly to the cost.

Fred Shaffer of M-NCPPC – Prince George's County identified this project as the County's top priority project. The Henson Creek Trail is still a high priority, but due to unresolved differences with MD SHA over use of existing drainage tunnels under the Beltway, the Henson Creek Trail is unlikely to move forward in the short to medium term.

## **5. Holmes Run Greenway Shared-Use Path Improvements (I-395/Van Dorn tunnels and North Ripley Street fair weather crossing)**

The Holmes Run Greenway is one of the most heavily used non-roadway transportation corridors in the City of Alexandria. This approximately 3-mile linear park provides a key off-road bicycle and pedestrian connection from the high density residential and retail centers on the West End to the Eisenhower Valley and is a major connector to bicycle and pedestrian facilities in Fairfax County and Old Town Alexandria.

The trail currently provides access under Interstate 395 and Van Dorn Street via a tunnel and underpass. These facilities were originally constructed for service vehicles and have only recently been adapted for use by bicyclists and pedestrians. However, the facilities – which also include approach trails and a fair weather crossing – are in a serious state of disrepair. During periods of heavy rains, the facilities flood, ruining the lighting and depositing sediment and debris onto the fair weather crossing of Holmes Run. Seepage from adjoining concrete embankments creates water hazards. The tunnels are extremely small, presenting both real and perceived safety hazards for users, and vandalism is common.

Yon Lambert, former Bicycle and Pedestrian Coordinator at the City of Alexandria, nominated this project as the City of Alexandria's top priority unfunded bicycle and pedestrian project, and Carrie Sanders, Principle Transportation Planner at the Department of Transportation and Environmental Services, has confirmed that it remains Alexandria's top priority.

## **6. Arlington Boulevard Pedestrian and Bikeway Improvements (Arlington County)**

Arlington Boulevard (US 50), which divides the County north and south is one of Arlington's least hospitable environments for cyclists and pedestrians to travel along or to cross. This project provides for design and implementation of a series of bicycle and pedestrian safety and access improvements to the shared-use trail that parallels Arlington Boulevard. Additionally, the project will provide much needed access and safety improvements to the corridor's transit stops. The project area extends from the Fairfax County line to the Washington Boulevard (Route 27) interchange. Major components include intersection, marking and signage improvements at trail crossings, introduction of bike lanes on service roads, and modified ramp geometries to calm traffic exiting the corridor. Other improvements include accessible bus pads and sidewalk connections, as well as crosswalk, signal and lighting upgrades. A detailed cost estimate for these improvements has not yet been developed, but is roughly estimated at \$4,000,000.

The project was initially nominated in 2005 by former Bicycle & Pedestrian program manager Charlie Denney, and re-nominated in 2007 by current program manager David Goodman. This project was developed in consultation with the Arlington Bicycle Advisory Committee and is included in Arlington County's Master Transportation Plan. This project is included in the 2010 Bicycle and Pedestrian Plan for the National Capital Region.

#### **7. Leesburg Pike Seven Corners to Alexandria Pedestrian Initiative (Fairfax County)**

Leesburg Pike (Route 7) Pedestrian Initiative is a pedestrian safety and access improvement project consisting of pedestrian and bus stop intersection improvement projects and completion of a continuous walkway on both sides of Route 7 from the Seven Corners interchange to Alexandria. As a major transit corridor, Route 7 is a top priority for pedestrian safety improvements. Planned pedestrian improvements include sidewalks, curb ramps, pedestrian signals, crosswalks, median refuges, lighting and bus stop improvements. This project is included in the 2010 Bicycle and Pedestrian Plan for the National Capital Region. Charlie Strunk, Bicycle Coordinator of Fairfax County, nominated this project.

#### **8. Folly Lick / Spring Branch Regional Trail to Dulles Metrorail (Town of Herndon)**

The initial short-term plan (3 years) for this trail project would be to link Fairfax County's *Folly Lick Stream Valley Park* trail with the Town of Herndon's *Folly Lick* trail improvements.

The initial section of the Folly Lick / Spring Branch Trail will be between Center Street and Monroe Street at the Town's northern boundary. As part of the Young Farm development, the County has received a proffer to construct a portion of the Fairfax County's Folly Lick Trail, which will connect with the Town trail at Young Avenue. Construction on this development is underway. Another subdivision development in the Town will extend the trail from Young Avenue to Herndon Parkway. The Town's project will develop a 3,000 foot segment of the Folly Lick / Spring Branch Trail between Park Avenue and Herndon Parkway. The Town owns either an easement or right-of-way through these areas. Project completion is scheduled to coincide with the other segments of the trail development. Town funds will be used to provide initial design. Easements are necessary for right of way in FY2012 and construction is tentatively scheduled to start in FY2013.

The long-term plan (5 years) for the town's *Folly Lick / Spring Branch Regional Trail* would flow generally through the center of town (north-south direction), using a short section of the W&OD Trail and a combination of existing and proposed asphalt trails and sidewalks, to eventually connect with the future Herndon-Monroe Metrorail station.

Mark Duceman, Transportation Program Manager at the Town of Herndon, nominated the project.

**9. Route 7 Grade Separated Bicycle and Pedestrian Crossing (Loudoun County)**

This is one of the projects identified in the Recommended Countywide Bicycle and Pedestrian Accommodations Priority List adopted by the Loudoun County Board of Supervisors in 2011. This grade separated crossing, the exact location of which is yet to be determined, will be in the vicinity of City Center Boulevard and Potomac View Road in Sterling, VA. VA Route 7, a 6-lane median divided highway, acts as a barrier to the safe movement of the bicyclists and pedestrians wanting to access residential, retail, business and academic facilities on either side. This project will alleviate the issues and provided the much needed connectivity to the area.

Arkopal Goswami, Senior Transportation Planner, nominated this project as Loudoun County's top priority unfunded bicycle and pedestrian project.

**10. Rte 234 Sidewalk from Country Club Dr to Route (Prince William County)**

Monica Backmon, Regional Planner at Prince William County, nominated this project as the top priority unfunded pedestrian project for Prince William County.

**11. Regional Bike Sharing Expansion (Regional)**

Bike sharing is similar to a car-sharing system, such as ZipCar, where members pay a fee and have access to any available bike throughout the regional system.

The regional bicycle-sharing system would have approximately 3000 bikes placed at 300 strategic locations, such as transit stations, points of major activity, and major residential locations, increasing connectivity and feasibility of using transit throughout the region. The capital grant request would be for approximately 2,000 bicycles at 200 stations throughout the region. The District of Columbia is using federal funds for 1000 additional bikes and 100 stations.

**Proposed Partners/Locations:**

1. City of Alexandria (200 bikes)
2. Arlington County (750 bikes)
3. District of Columbia Department of Transportation (1000 bikes)

And 300 bikes dispersed throughout:

4. Bethesda

5. College Park/University of Maryland
6. Fairfax County
7. Silver Spring

The project would also include bike stations at Reston Town Center and in downtown Silver Spring.

Partner agencies and jurisdictions will be asked to pay for operation and maintenance of the bike share bikes in their locations. Potential partners and locations are not limited to those listed above, and could include private sector partners.

This project was nominated by the former Chair of the Bicycle and Pedestrian Subcommittee, Jim Sebastian.