



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

Date: November 19, 2014
Time: 12 noon
Place: COG Board Room

AGENDA (BEGINS PROMPTLY AT NOON)

- 12 noon 1. **Public Comment on TPB Procedures and Activities**
..... Chairman Wojahn
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are asked to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 pm 2. **Approval of Minutes of October 15 meeting**
..... Chairman Wojahn
- 12:25 pm 3. **Report of Technical Committee**
..... Ms. Erickson
Chair, Technical Committee
- 12:30 pm 4. **Report of the Citizens Advisory Committee**
..... Ms. Loh
Chair, Citizens Advisory Committee
- 12:40 pm 5. **Report of Steering Committee**
..... Mr. Srikanth
Director, Department of
Transportation Planning (DTP)
- 12:45 pm 6. **Chair's Remarks**
..... Chairman Wojahn

ACTION ITEMS

12:50 pm 7. **Appointment of Nominating Committee for Year 2015 TPB Officers**
..... Chairman Wojahn
Chairman Wojahn will announce the appointment of a Nominating Committee for year 2015 TPB officers. The TPB Bylaws provide for TPB officers to serve for one calendar year, from January 1 through December 31. The Nominating Committee will be asked to present a slate of year 2015 officers for action by the Board at its December 17 meeting.

12:55 pm 8. **Approval of the Update of the Coordinated Human Service Transportation Plan for the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program**
..... Mr. Lovain, 2nd Vice Chair,
Chair, Human Service Transportation Coordination Task Force
Ms. Klancher, DTP
The Coordinated Human Service Transportation Plan, which was approved by the TPB in 2009, must be updated to guide funding decisions for the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program. At its June 18 meeting, the Board was briefed on key elements of the update of the Coordinated Plan which include the competitive selection framework for the Enhanced Mobility Program. On July 17, the Board approved the key elements of the update to the Coordinated Plan in preparation for a grant solicitation for the Enhanced Mobility funds from August 28 to October 24. The Board will be asked to approve the entire update to the Coordinated Plan.

Action: Adopt Resolution R9-2015 to approve the entire update to the Coordinated Plan.

1:00 pm 9. **Approval of Final Call for Projects and Schedule for the Air Quality Conformity Analysis of the 2015 CLRP and FY 2015-2020 TIP**
..... Mr. Austin, DTP
At the October 15 meeting, the Board was briefed on the draft call for projects document and schedule for the air quality conformity analysis of the 2015 CLRP and FY 2015-2020 TIP. The Board will be asked to approve the final document for distribution to state, regional, and local agencies.

Action: Approve the final call for projects document for the 2015 CLRP and FY 2015-2020 TIP for distribution to state, regional, and local agencies.

INFORMATION ITEMS

1:05 pm 10. **Update on the Washington Region Transportation Planning Process Certification Review**
..... Ms. Jackson
FHWA, District of Columbia Division
The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted a certification review of the transportation planning process for the Washington region on October 28-29. The Board will be briefed on the observations compiled to date by the FHWA and FTA which will form the basis for the certification report to be submitted early next year.

- 1:15 pm 11. **Briefing on the Highlights of Listening Sessions with Staffs of TPB Jurisdictions on How the Region is Achieving the Goals in the Regional Transportation Priorities Plan (RTPP)**
.....Mr. Swanson, DTP
TPB staff have conducted a series of listening sessions to better understand whether and how the staffs of TPB jurisdictions believe the region is achieving the goals that are identified in the Priorities Plan. The Board will be briefed on the highlights of the listening sessions.
- 1:30 pm 12. **Briefing on the Request From the Metropolitan Washington Air Quality Committee (MWAQC) and the Climate, Energy and Environment Policy Committee (CEEPC) to Affirm the 2008 COG Greenhouse Emissions Reduction Goals**
..... Mr. Srikanth
At the October 15 meeting, the Board was briefed on an October 9 letter from MWAQC and CEEPC requesting that the TPB affirm the 2008 COG greenhouse gas reduction goals. The letter also informed the TPB that the two committees have asked COG to convene a multi-sector, multi-disciplinary professional working group to explore establishing a target for screening the regional transportation plan, based upon the COG greenhouse gas reduction goals. The Board will be briefed on a proposed TPB resolution to affirm the COG greenhouse emission reduction goals. It will also be briefed on COG actions to establish this working group.
- 1:40 pm 13. **Briefing on the Development of a List of Unfunded Transportation Projects**
..... Mr. Griffiths, DTP
In response to a request from the TPB in September, the Board will be briefed on the development of a list of transportation projects which could not be included in the CLRP because funding has not been identified. The TPB jurisdictions and agencies will be requested to provide recognized priority transportation projects and their cost estimates for inclusion in the regional list.
- 1:45 pm 14. **Briefing on the Draft Update of the Bicycle and Pedestrian Plan for the National Capital Region**
.....Mr. Sebastian
Chair of the Bicycle and Pedestrian Subcommittee
The draft 2014 *Bicycle and Pedestrian Plan for the National Capital Region* identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2040 for major bicycle and pedestrian facilities. This plan is an update to the 2010 plan. The Board will be briefed on the draft plan today and asked to approve the 2014 plan at its December 17 meeting.
- 1:55 pm 15. **Other Business**
- 2:00 pm 16. **Adjourn**

Lunch will be available for Board members and alternates at 11:30 am

Alternative formats of this agenda and all other meeting materials are available upon request. Email: accommodations@mwcoq.org. Phone: 202-962-3300 or 202-962-3213 (TDD). Please allow seven working days for preparation of the material. Electronic versions are available at www.mwcoq.org.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

777 North Capitol Street, NE
Washington, D.C. 20002-4226
(202) 962-3200

**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
October 15, 2014**

Members and Alternates Present

Robert Brown, Loudoun County
Ron Burns, Frederick County
Rick Canizales, Prince William County
Marc Elrich, Montgomery County
Emad Elshafei, City of Rockville
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County Executive
Lyn Erickson, MDOT
Jay Fisette, Arlington County
Tawanna Gaines, Maryland House of Delegates
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Cathy Hudgins, Fairfax County
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
Bill Lebegern, MWAA
Tim Lovain, City of Alexandria
Michael C. May, Prince William County
Phil Mendelson, DC Council
Mark Rawlings, DC DOT
Rodney M. Roberts, City of Greenbelt
Kelly Russell, City of Frederick
Peter B. Schwartz, Fauquier County
Paul Smith, Frederick County
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Tammy Stidham, National Park Service
Todd Turner, City of Bowie
Jonathan Way, City of Manassas
Victor Weissberg, Prince George's County-DPW&T
Patrick Wojahn, City of College Park

Sam Zimbabwe, DDOT

MWCOG Staff and Others Present

Robert Griffiths
Elena Constantine
Ron Milone
Eric Randall
Rich Roisman
John Swanson
Andrew Meese
Jane Posey
Dusan Vuksan
Andrew Austin
Wendy Klancher
Dan Sonenklar
Ben Hampton
Bryan Hayes
Lamont B. Cobb
Erin Morrow
Debbie Leigh
Deborah Etheridge
Steve Walz
Jeff King
Paul DesJardin
Steve Kania
Matt Kronenberger
Gregory Matlesky
Patrick Durany
Nancy H. Smith
Kelly Blynn
Betsy Massie
Mike Lake
Pierre Holloman
Tina Slater
Danielle Wesolek
Jameshia Peterson
James Davenport
Jennifer Hu
Malcolm Watson
Bill Orleans

COG/DEP
COG/DEP
COG/DCPS
COG/OPA
COG/OPA
Chairman Phil Mendelson
Supervisor Jenkin's Office/Prince William County
Northern Virginia Transportation Alliance
Coalition for Smarter Growth
PRTC
Fairfax County DOT
Alexandria
Action Committee for Transit/also CAC Rep
WMATA
DDOT
Prince William County
The Northeast Magler, LLC
Fairfax County DOT
Area resident

1. Public Comment on TPB Procedures and Activities

Nancy Smith reported that the Northern Virginia Transportation Alliance wants the CLRP reevaluated in terms of transportation projects that support improving connectivity and reducing congestion and travel delays from a regional perspective. She stated the next CLRP should focus on deficiencies in the current network, including the western portion of the Maryland Beltway, I-66 (both inside and outside the Beltway), a Northern Potomac River crossing, and an updated American Legion Bridge. The TPB should prioritize project funding first to the most regionally significant projects, then add more projects as budgets allow.

Bill Sadler of the Safe Routes to School Partnership noted that less than 2% of the TIP and CLRP reflected projects for walking and biking trips. He encouraged the TPB to put more consideration into investing in and promoting projects that make safer environments for these modes.

Stewart Schwartz of the Coalition for Smart Growth requested the TPB establish a target for the region to reduce CO₂ emissions from the transportation sector by 80 percent below 2005 levels by 2050. He said the TPB should reevaluate the CLRP to meet the TPB's goals for sustainability and other guidelines as established in other COG-released reports and studies. He urged the TPB to remove the Bi-County Parkway and the Manassas Battlefield Bypass from the plan, and focus more generally on commuter rail and express bus services.

Kelly Blynn, an organizer for the Coalition for Smart Growth, reiterated Mr. Schwartz comments about CO₂, and requested the Board considering setting a specific target for emissions, as well as interim targets and a target for reducing vehicle miles travelled (VMT). She urged the Board to considering making shifts in investments from new road infrastructure to transit, walking and biking projects, referencing the 2010 TPB "What Would It Take" report and the report "A Global High Shift Scenario" from the Institute for Transportation and Development Policy.

2. Approval of Minutes of September 17 Meeting

A motion was made to approve the minutes of the September 17 meeting. The motion was seconded and was approved.

3. Report of the Technical Committee

Ms. Erickson reported that the Committee met on October 3, and discussed all action items on the October Board meeting agenda. The Technical Committee recommended approval of all action items on the agenda.

The committee discussed the following: the 2015 CLRP draft Call for Projects, next year's TIP, and the results of the joint meeting with MWACQ and CEEPC regarding greenhouse gas emissions.

The committee received briefings on the following: the 2013 Regional Air Passenger Survey and the Regional Street Smart Pedestrian and Bicycle Safety Campaign.

The committee received the following informational items: the upcoming October federal certification review, an update on the bicycle and pedestrian plan, and a briefing on the Virginia Department of Rail and Public Transit Southeast High Speed Rail Study.

4. Report of the Citizen Advisory Committee

Ms. Loh reported that the Committee met on October 9. Members met with the Federal Highway Administration and Federal Transit Administration's review team regarding the MPO's federal certification process. CAC members expressed appreciation of the Board and staff's responsiveness to the CAC.

The committee also discussed two items from the September Board meeting:

- The committee reiterated its request that the Board form a working group to address the reauthorization of federal transportation legislation. They requested a working group of TPB and committee members, not staff.
- Based on comments from Board member Jonathan Way, the committee submitted a resolution asking the TPB to create a list of unfunded transportation projects in the region, which would be available for use in public outreach and other regional planning activities.

Mr. Wojahn requested that TPB staff respond to both of these items with recommendations before the November TPB meeting.

5. Report of Steering Committee

Mr. Srikanth reported that the Committee met on October 3. They discussed and approved four amendments to the FY 2014-2019 TIP.

- Additional funding will be allocated to the extension of the Manassas Battlefield Parkway. This project will not receive federal funds, but is regionally significant in affecting air quality.
- Funding for two states through the Transportation Alternatives Program
 - Projects in Maryland, including the Montgomery County Sligo Creek Trail
 - Projects in the District of Columbia, including three from the DDOT and one from WMATA
- Funding for a research grant to DDOT for a pilot program that would support businesses shifting deliveries to off-peak hours to improve congestion and operational flow

Mr. Srikanth remarked that TPB staff would host the TPB's fall 2014 Community Leadership

Institute, a three-day workshop to encourage citizens to engage in the regional transportation process. He encouraged Board members to nominate individuals to apply.

Reviewing the letters received/sent by the Board, Mr. Srikanth noted the following letters received:

- WMATA commended the 2014 CRLP for supporting full funding of the system's good state of repair. The organization also urged the TPB to ensure funding for Metro 2025.
- Two changes to the 2014 CLRP Performance analysis noted in a staff memorandum:
 - Per request of TPB Members, two maps, one for 2015 and one for 2040, showing forecasted levels of congestion based on the CLRP.
 - Technical corrections showing the reported increase in VMT between 2014 and 2040 to be 21.6 percent instead of 20.3 percent and the VMT per capita to decrease 2.4 percent instead of 3.45 percent.
- The FTA reminded the TPB that all projects receiving funding from the TIGER grant program in September 2011 must be completed and have funds drawn down by September 2016. The TPB must submit a detailed schedule for completing these projects by the deadline.
- The USDOT announced a new initiative from the President, the Build America Initiative. Build America supports the use of innovative financing strategies, including public/private partnerships, to finance infrastructure. USDOT requested that the TPB submit a list of projects from the CLRP that would be candidates for the program.
- The chair of the MWAQC and CEEPC in a joint letter has requested the policy committees at COG to affirm the Region's greenhouse gas reduction goals and also for COG to convene a multi-sector, multi-disciplinary professional working group that would identify viable, implementable local, regional and state action to help advance the region's greenhouse gas goals and to explore a greenhouse gas reduction target for transportation. At a recent joint meeting of MWAQC and CEEPC, Mr. Srikanth made a presentation explaining the regional transportation planning process, the role of the TPB, and TPB's forecasting of greenhouse gas emissions.

6. Chair's Remarks

Mr. Wojahn noted that as of the October TPB Meeting, all meetings would be recorded and later posted to the TPB website in audio format for the public.

Addressing the joint letter from MWAQC and CEEPC, Mr. Wojahn said he believed that the TPB, MWAQC and CEEPC should work together across all sectors to advance the region's greenhouse gas reduction goals. Referring to the October edition of the TPB Weekly News Mr. Wojahn noted estimates of reduction in transportation emissions: a 70 percent reduction in NOx emissions and an 80 percent reduction in VOC emissions since 1990, even as the region has seen an increase in population of about 40 percent and total vehicle miles traveled by a similar margin. He also noted that we know that the federal standards for these criteria pollutants are

getting tougher and that it is going to be more difficult to meet these standards in the future. He also noted that currently there are no standards for meeting reductions in greenhouse gas emissions. He said that he supports MWAQC-CEEPC request to have the COG staff create a multi-sector working group of professionals from local and state environment, land use and transportation agencies to identify implementable actions at the local, state and region level, that contribute to CO₂ emission reductions.

The group would:

- Analyze strategies to quantify CO₂ emission reductions and associated collateral benefits;
- Look at implementation costs;
- Note what government actions would be needed;
- Estimate the time to implement these measures; and
- Explore the viability of specific goals in reducing CO₂ emissions in the transportation sector

Mr. Wojahn said he wanted TPB staff to work with the COG staff in developing the details of the working group, its staff, and work schedule. He asked that staff report back to the TPB in a couple of months. He also asked that TPB members advise the staffs of their relevant jurisdictional agencies to participate fully in the working group. He invited the MWAQC/CEEPC co-chairmen to comment.

Mr. Snyder referenced the October 9 letter from MWAQC/CEEPC to the TPB. He noted that while COG's aspirational greenhouse gas reduction goals for the region is important the region has to now work to identify what actions can realistically be taken at local, regional and state levels to help advance those goals, while supporting the region's economy and have positive effects on health and severe weather events. The main emphasis, he noted, was for the environmental and transportation sectors to work together to identify what they can do to aggressively address the issue of air quality in the region in all the areas, including transportation. The focus should be on specifically what these groups can do, what sort of processes they can change, like looking at the CLRP with a different lens.

Mr. Fisette said that the goals that the COG board and all of our localities have adopted are ambitious if we were expected especially to do them all ourselves. He opined that the goals are not achievable unless the federal government participates in the solution. Mr. Fisette noted that we are not as interested in a goal that is unachievable as milestones and reductions that are achievable. He said he hoped the working group could begin work in the next few months. Any resolution from the TPB to establish the group should not only set up a process, but also demonstrate buy-in of TPB members.

Mr. Lovain remarked that the letter does talk about other sectors and not just transportation. He noted that his hope is that that we would take this as broadly as possible, and not focus just on transportation since it would be great to have the experts from COG and the individual

jurisdictions that can address the other sources of greenhouse gases as an integral part of this. He also noted that he applauds the idea of focusing on achievability and that TPB should be part of this effort.

Mr. Kannan commented that the TPB resolution should also call for all COG-affiliated groups to look at past climate change goals. He said the TPB should not dismiss goals because they are ambitious or challenging.

Mr. Zimbabwe agreed with Mr. Kannan's statements. He suggested the TPB establish a vision that sets the framework through which the working group will determine viable and implementable solutions. The working group would determine how to implement that vision.

Ms. Smyth commented that the members of the TPB are responsible for implementation, and have to contend with the issues that arise from such implementation. She said that a number of challenging factors— including private-sector needs and actions as well as basic human behavior— would need to be considered in the tasks confronting this working group.

Mr. Roberts said that environmental protection is a paramount concern. The current CLRP represents a path that will not allow the TPB to affect climate change. He urged the TPB to take action.

Mr. Elrich said that the TPB should not base its actions solely on what the business community deems to be feasible or viable. He recognized that the TPB is limited in the range of things it can do. The underlying issue is the decision to shift people out of cars and into transit. He also mentioned that government regulations have led to amazing amounts of innovation, new products and changes to the market.

Mr. Wojahn requested that TPB staff prepare a draft resolution for the November meeting supporting the goals in the 2008 COG Climate Change Plan to reduce emissions 80 percent below 2005 levels by 2050, and a draft outline of the multi-sector professional working group to work on identifying implementable strategies to promote progress toward that goal.

Mr. Srikanth noted that he would work with the staffs for COG, MWAQC and CEEPC on both tasks – a draft resolution supporting COG's multi-sector greenhouse gas reduction goals and the outline of the multi-sector working group. Mr. Srikanth also noted one of the things that we will have to do as TPB staff is to find some resources that may be needed, which may require us to look at our approved budgets for this program, particularly if we are going to need technical assistance.

ACTION ITEMS

7. Review of Comments Received and Acceptance of Recommended Response for Inclusion in the Air Quality Conformity Analysis of the 2014 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2015-2020 TIP

Mr. Srikanth, referring to a memorandum, summarized the comments received and staff responses regarding the Air Quality Conformity Analysis of the 2014 CLRP and the 2015-2020 TIP. He said that the comments and responses can be divided into five groups: reducing transportation emissions, widening I-270 and U.S. Route 15 in Maryland, improving connections between Maryland and Virginia, addressing specific projects identified by the Access for All committee, and encouraging more regionally significant projects in future CLRPs.

Mr. Turner asked if staff could explain why the comments mentioned during the public comment period at the beginning of the meeting that were apparently submitted but were not received.

Mr. Srikanth explained that the comments mentioned during the public comment period (by Coalition for Smarter Growth) were sent to an out-of-date email address that was being used in previous CLRP updates but not for the 2014 update. He noted that staff has reviewed these comments that was distributed earlier during the meeting and provided the following responses: comment on the importance of CO₂ in transportation planning – the Board has discussed this extensively earlier today and is taking action on it; comment opposition to widening Route 123 in the Tysons area – this project was discussed by the Board back in the February-March timeframe when the Board approved the projects for inclusion in the air quality conformity analysis and the last element was opposition for the Manassas Battlefield Bypass, which was also, I believe, has been reviewed by the Board in the past. Mr. Tuner asked that asked that those comments be added to the record.

A motion was made by Mr. Erenrich to accept recommended responses to comments received for inclusion in the Air Quality Conformity Analysis of the 2014 CLRP and the FY 2015-2020 TIP. The motion was seconded by Mr. Fisette. The motion was approved.

8. Approval of Air Quality Conformity Determination of the 2014 CLRP and the FY 2015-2020 TIP

Ms. Posey said that the 2014 CLRP and the 2015-2020 TIP both passed the Air Quality Conformity Analysis. She said that following the approval of the CLRP and TIP, the Air Quality Conformity Analysis would be sent to the Federal Highway Administration and the Federal Transit Administration so those agencies can work with the EPA to review and approve the analysis.

A motion was made to adopt Resolution R5-2015 finding that the 2014 CLRP and the FY 2015-2020 TIP conform to the requirements of the Clean Air Act Amendments of 1990.

The motion was seconded and approved.

9. Approval of the 2014 CLRP

Mr. Srikanth noted that with the approval of the air quality conformity analysis and the responses to comments on the proposed Plan update, staff recommends that the TPB approve Resolution R6-2015 and adopt the 2014 CLRP.

A motion was made to adopt Resolution R-6-2015 approving the 2014 CLRP.

The motion was seconded and approved, with one opposing vote from Mr. Roberts.

10. Approval of the FY 2015-2020 TIP

Mr. Srikanth said that FY 2015-2020 TIP includes the first six years of the CLRP. He said based on the previous three actions staff recommends that the TPB approve Resolution R7-2015.

A motion was made to adopt Resolution R7-2015 approving the FY 2015-2020 TIP. The motion was seconded and approved.

11. Certification of the Urban Transportation Planning Process for the National Capital Region

Mr. Srikanth presented Resolution R8-2015 to the Board. The resolution is a certification that the TPB has, over the last four years, complied with all of the relevant federal regulations governing the development of the region's Constrained Long-Range Transportation Plan (CLRP) and six-year Transportation Improvement Program (TIP), including the Air Quality Conformity Analysis and a number of other requirements and procedures. He noted that the resolution includes letters from each of the region's three state departments of transportation stating their agreement that the TPB has complied with the federal regulations.

Chair Wojahn entertained a motion to adopt Resolution R8-2015. The motion was seconded. The Board approved the resolution by a voice vote. Mr. Roberts was the sole "nay" vote.

INFORMATION ITEMS

12. Briefing on the Draft Call for Projects and Schedule for the Air Quality Conformity Analysis of the 2015 CLRP and the FY 2015-2020 TIP

Mr. Srikanth briefed the Board. He directed the Board's attention to a new summary brochure of the longer, more technical "Call for Projects" document issued in past years to solicit new project submissions for inclusion in the CLRP and TIP. He said the detailed document will still be part of the package that TPB will issue as part of its Call for Projects as in years past, but would also be asked to approve and distribute the summary brochure as a more user-friendly version of the

longer document. He noted that the purpose of the summary, much like an executive summary, was to highlight the policy priorities of the Board has adopted for projects to be included in the next CLRP. Mr. Srikanth noted this is based on the advice from the Board as part of having adopted the Regional Transportation Priorities Plan earlier in the year and to reflect the TPB's policy element for the CLRP, which is its Vision document. He said that the Board would be asked to approve the Call for Projects at its November 19 meeting and that agencies will have until December 12 to submit projects for inclusion in the plan. He said that adoption of the 2015 CLRP update is currently scheduled for October 2015.

Chair Wojahn opened the floor to questions.

Mr. Snyder recommended that the brochure include additional discussion of the specific air quality and climate issues discussed previously in the Board meeting.

Mr. Zimbabwe commented that the brochure seemed text-heavy and difficult to read. He recommended that the CLRP schedule information be moved to a separate insert, freeing up room for the description of the policy framework and other content elements.

Mr. Brown suggested that the brochure include a link to a list of all projects in the CLRP, to provide more user-friendly information than the existing CLRP database.

Mr. Fisette suggested changing "Reduce emissions of criteria pollutants and/or greenhouse gases" to "Reduce emissions of criteria pollutants and greenhouse gases."

Mr. Enslinger recommended that the document more specifically identify ways that the public can comment during the CLRP process. He also asked that the web links in the document be set up as clickable hyperlinks for people viewing the document electronically.

Mr. Lovain lauded staff for the development of the brochure. Specifically, he said it represents an earnest effort to infuse some real strength into regional plans, by focusing attention on specific kinds of projects that agencies can submit to address the region's greatest needs.

Chair Wojahn echoed others' satisfaction with the new document.

Mr. Srikanth acknowledged all Board member comments and said that staff would respond to as many of the suggestions and recommendations as possible.

13. Briefing on the 2013 Regional Air Passenger Survey

Referring to the mailout and handout material, Mr. Roisman briefed the Board on findings from the 2013 Washington-Baltimore Regional Air Passenger Survey, which was conducted last October. He provided information on the purpose, history, methodology and findings of the survey, which is conducted every two years. He said the survey provides the foundation for air systems planning program at TPB.

Mr. Fisette called attention to the finding that 15 percent of trips to National Airport are taken via transit. He asked how this percentage relates to major airports around the world where there is good transit to airports.

Mr. Roisman said that 15 percent is a very high number for the U.S., but he did not know how it would compare with airports outside the U.S.

Mr. Fisette asked if there are plans that extensively market the Silver Line to promote the new access it will provide to Dulles.

Mr. Roisman said he understands that the Silver Line will be marketed for the new airport access it provides because, among other things, it will distinguish Dulles as a world-class airport. He asked TPB members representing the airports if they wanted to comment.

Mr. Lebegern said that with the opening of Phase I of the Silver Line, they have rebranded the Washington Flyer Service. It runs from Wiehle Avenue, to Reston East, to Dulles. They have also increased frequency. Regarding transit to National Airport, he said that he understands that the transit mode share to that airport may be the highest in the country, and in previous surveys, it was as high as 18 or 19 percent.

Ms. Hudgins emphasized the importance of making the right planning decisions. She said it is important to ask if major investments are going to yield better transportation to airports for those who need it.

Ms. Erickson said that weekend MARC service was inaugurated this past year. She also said that the use of commuter bus services to BWI is on the increase.

Mr. Roberts asked how much benefit BWI would get if the Green Line were extended to it.

Mr. Roisman said that it something that would be need to be studied.

14. Update on the Regional “Street Smart” Pedestrian and Bicycle Safety Education Campaign

Mr. Farrell showed a video that summarized the FY 2014 Street Smart public safety advertising campaign. He also announced the kickoff meeting for the Fall 2014 Street Smart campaign on November 6. The video can be found here: <https://www.youtube.com/watch?v=0j7Wflb9-20>.

Chair Wojahn said that following a series of pedestrian fatalities in College Park, the city worked with the Street Smart campaign to provide materials to educate people on the need to be more careful. He asked how other jurisdictions might acquire these public awareness materials.

Mr. Farrell provided his contact information. He said he could He added that Street Smart works with transit agencies to place advertisements, and coordinates with jurisdictions to carry out pedestrian and bicycle safety enforcement during the campaign.

15. Other Business

No other business was brought before the board.

16. Adjourn

The meeting adjourned at 2:00 pm.

TPB Technical Committee Meeting Highlights

November 7, 2014

The Technical Committee met on November 7 at the Ronald F. Kirby Training Center at COG. Seven items were reviewed for inclusion on the TPB agenda for November 19.

- TPB agenda Item 8

The Coordinated Human Service Transportation Plan guides funding decisions for the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program. On July 17, the TPB approved the key elements of the update to the Coordinated Plan in preparation for a grant solicitation for the Enhanced Mobility funds from August 28 to October 24. The Committee was briefed on the entire update to the Coordinated Plan, which the TPB will be asked to approve at its November 19 meeting.

- TPB agenda Item 9

The Committee was briefed on the draft call for projects document and schedule for the air quality conformity analysis of the 2015 CLRP and FY 2015-2020 TIP. The TPB will be asked to approve the final call for projects document at its November 19 meeting.

- TPB agenda Item 10

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted a certification review of the transportation planning process for the Washington region on October 28 and 29. The Committee was briefed on the discussions at the review.

- TPB agenda Item 11

TPB staff have conducted a series of listening sessions to better understand whether and how the staffs of TPB jurisdictions believe the region is achieving the goals that are identified in the Priorities Plan. The Committee was briefed on the highlights of the listening sessions.

- TPB agenda Item 12

At the October 15 meeting, the TPB was briefed on an October 9 letter from MWAQC and CEEPC requesting that the TPB affirm the 2008 COG greenhouse gas reduction goals. The letter also informed the TPB that the two committees have asked COG to convene a multi-sector, multi-disciplinary professional working group to explore establishing a target for screening the regional transportation plan, based upon the COG greenhouse gas reduction goals. The Committee was briefed on a proposed TPB resolution to affirm the COG

greenhouse emission reduction goals. It was also briefed on COG actions to establish this working group.

- TPB agenda Item 13

In response to a request from the TPB, the Committee was briefed on the proposed development of a list of transportation projects which could not be included in the CLRP because funding has not been identified. The TPB jurisdictions and agencies will be requested to provide recognized priority transportation projects and their cost estimates for inclusion in the regional list. The development of the list will be discussed at the November 19 TPB meeting.

- TPB agenda Item 14

The draft 2014 Bicycle and Pedestrian Plan for the National Capital Region identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2040 for major bicycle and pedestrian facilities. This plan is an update to the 2010 plan. The Committee was briefed on the draft plan which the TPB will be asked to approve its December 17 meeting.

Four items were presented for information and discussion:

- At its September meeting, the TPB approved reconstituting the Regional Bus Subcommittee as the Regional Public Transportation Subcommittee. The Committee was briefed on the proposed mission, goals and membership of the reconstituted subcommittee.
- TPB staff have developed a GIS mapping application to provide visualization and enhanced information on major projects in the CLRP. When finalized, the application will be incorporated into the CLRP website to display major highway, HOV, and transit projects in the plan. The Committee was briefed on the functionality of the application and the next steps prior to final implementation.
- A new National Capital Region Vehicle Probe Data Users Group has been established to enhance regional coordination, consistency, and capabilities in the use of vehicle probe-based traffic data, toward performance-based planning. The Committee was briefed on highlights from the first meeting.
- The Committee was updated on the latest developments regarding US DOT regulations on performance measures under MAP-21.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – November 7, 2014**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
Jameshia Peterson
DCOP Dan Emerine

MARYLAND

Charles County -----
Frederick County -----
City of Frederick Timothy Davis
Gaithersburg -----
Montgomery County John Thomas
Prince George's County -----
Rockville -----
M-NCPPC
Montgomery County -----
Prince George's County Famararz Mokhtari
MDOT Lyn Erickson
Matt Baker
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington County Dan Malouff
City of Fairfax -----
Fairfax County Mike Lake
Malcolm Watson
Falls Church -----
Fauquier County Marie Scheetz
Loudoun County Robert Brown
Manassas -----
NVTA -----
NVTC Claire Gron
David Koch
Prince William County James Davenport
PRTC Betsy Massie
VRE Christine Hoeffner
VDOT Norman Whitaker
Dan Painter
VDRPT Tim Roseboom
NVPDC -----
VDOA

WMATA

Danielle Wesolek

FEDERAL/REGIONAL

FHWA-DC -----
FHWA-VA -----
FTA -----
NCPC -----
NPS -----
MWAQC -----
MWAA Mike Hewitt

COG STAFF

Kanti, Srikanth, DTP
Elena Constantine, DTP
Robert Griffiths, DTP
Andrew Meese, DTP
Gerald Miller, DTP
Ron Milone, DTP
Andrew Austin, DTP
Anant Choudhary
Lamont Cobb, DTP
Paul DesJardin, DCPS
Michael Farrell, DTP
Ben Hampton, DTP
Charlene Howard, DTP
John Kent, DTP
Jeff King, DEP
Wendy Klancher, DTP
Sunil Kumar, DEP
Jessica Mirr, DTP
Jane Posey, DTP
Eric Randall, DTP
Rich Roisman, DTP
Daivamani Sivasailam, DTP
John Swanson, DTP
Dusan Vuksan, DTP

OTHER

Bill Orleans



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

November 13, 2014

To: Transportation Planning Board

From: Kanathur Srikanth
Director, Department of Transportation Planning

Re: Steering Committee Actions

At its meeting on November 7, 2014, the TPB Steering Committee approved the following resolution:

- SR7-2015: Resolution on an amendment to the FY 2015- 2020 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to update funding for fifty-six projects in the District of Columbia, suburban Maryland, and Northern Virginia, as requested by the Eastern Federal Lands Highway Division of the Federal Highway Administration (EFLHD)

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases it shall advise the TPB of its action.”

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO
THE FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO UPDATE FUNDING FOR FIFTY-SIX PROJECTS IN THE DISTRICT OF
COLUMBIA, SUBURBAN MARYLAND AND NORTHERN VIRGINIA, AS
REQUESTED BY THE EASTERN FEDERAL LANDS HIGHWAY
DIVISION OF THE FEDERAL HIGHWAY ADMINISTRATION (EFLHD)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached memorandum of October 2, 2014, EFLHD has requested that the FY 2015-2020 TIP be amended to show updated funding consistent with their FY 2015-2018 TIP for 22 projects in the District of Columbia, 10 projects in suburban Maryland, and 14 projects in Northern Virginia, as described in the attached materials; and

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to show updated funding consistent with the Eastern Federal Lands Highway Division's FY 2015-2018 TIP for 22 projects in the District of Columbia, 10 projects in suburban Maryland, and 14 projects in Northern Virginia, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on November 7, 2014.

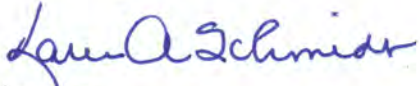


U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: Fiscal Year 2015-2018 Transportation Improvement
Program

Date: OCT -2 2014

From: Ms. Karen A. Schmidt 
Director, Program Administration

In Reply Refer To: HFPP-15

To: Mr. Christopher Lawson
Division Administrator
HDA-DC

The Eastern Federal Lands Highway Division (EFLHD) has developed a FY 2015-2018 Transportation Improvement Program (TIP) for transportation projects within Federal Lands. The Federal requirement under Title 23 U.S.C. § 204 requires that the TIP be developed as part of the transportation planning process for Federal Lands projects. The attached spreadsheet contains an overall list of projects for your State. This list will soon be placed on the EFLHD website (<http://www.efl.fhwa.dot.gov>) in order to provide reference and information for citizens, affected public agencies, transportation agencies, private providers of transportation, and other interested parties.

Through this transmittal, we are seeking your assistance in transmitting the EFLHD's TIP to your State Department of Transportation for inclusion (*as an appendix*) into their Statewide Transportation Improvement Program (STIP) and to applicable Metropolitan Planning Organizations (MPO). If you have questions or comments regarding the TIP, please contact Mr. Lewis Grimm, Planning Team Leader, at (703) 404-6289 or Lewis.Grimm@dot.gov. Thank you for your assistance.

Attachment

cc:

Ms. Sandra Jackson, Community Planner, FHWA, HDA-DC, Washington, DC



FY2015 - FY2018 Transportation Improvement Program

Federal Highway Administration
 Eastern Federal Lands Highway Division
 October 1, 2014

Last Printed:01Oct14

PROJECT	AWARD FY	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	ESTIMATED PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	Phase	CHANGE FROM LAST UPDATE	CONG DIST NUMBER	FLMA REGION
DC -- District of Columbia														
GWMP_11(6)	FY2015	DC	District of Columbia	George Washington Memorial Parkway	Emergency Repairs to Arlington Memorial Bridge, resurface deck and repair trunnion posts.	1R	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New change	-	NPS_NC
NAMA_17(1)	FY2015	DC	District of Columbia	National Mall & Memorial Parks	Repair / Rehabilitate Watergate Bridge, NPS Storage Area Bridge, mill & overlay of Parkway Drive	3RL	PRA	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Acquisition	No change	-	NPS_NC
NAMA_502(5)	FY2015	DC	District of Columbia	National Mall and Memorial Parks	Rehabilitation of Kutz Bridge	3RL	PRA	Between \$5,000,000 and \$10,000,000	Title 23	EFLHD	In Acquisition	No change	-	NPS_NC
ROCR_10(5)	FY2015	DC	District of Columbia	Rock Creek Park	Rehab. Beach Drive	MISC	PRA	More than \$10,000,000	Title 23	EFLHD	In Acquisition	No change	-	NPS_NC
ROCR_503(1)	FY2015	DC	District of Columbia	Rock Creek Park	Waterside Dr. Roadway reconstruction, drainage, guardrail, & street light replacement & misc	3RH_BRRP	PRA	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	-	NPS_NC
CHOH_238(1)	FY2016	DC	District of Columbia	Chesapeake & Ohio Canal National Historical Park	CHOH 238(1) Replacement of Structure No. 3100-029P (Fletcher's Boathouse Bridge #1)	BRRP	FLTP	Between \$100,000 and \$250,000	Title 23	EFLHD	Planned	New change	-	NPS_NC
DC_FLAP_DOT_14TRL(1)	FY2016	DC	District of Columbia	National Mall & Memorial Parks	Remove and relocate an overhead sign on the 14th Street Bridge.	MISC	FLAP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
DC_FLAP_DOT_GALWY(1)	FY2016	DC	District of Columbia	Rock Creek Park	Construct a trail along Galloway Street to reduce the creation and use of social trails.	MISC	FLAP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
DC_FLAP_DOT_TILDN(1)	FY2016	DC	District of Columbia	Rock Creek Park	Const. trail along Tilden St. & raised ped. crosswalk to provide access to Peirce Mill Spring House.	MISC	FLAP	Between \$100,000 and \$250,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
NACE_17(2)_18(2)_ETC	FY2016	DC	District of Columbia	East Fort DuPont	Resurface, restore & rehabilitate Routes 17, 18, 19, 118, and 206 in Fort DuPont and Fort Davis	3RH	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	Name changed from NACE_17(2)_18(2) to NACE_17(2)_18(2)_ETC	-	NPS_NC
NAMA_11(6)	FY2016	DC	District of Columbia	National Mall & Memorial Parks	Rehab Inlet Bridge (3400-033)	BRRH	FLTP	Between \$500,000 and \$1,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
NAMA_16(2)_20(2)_ETC	FY2016	DC	District of Columbia	National Mall & Memorial Parks	Rock Creek and Potomac Parkway, 17th st, Ind Ave & West Tidal Basin Turnaround pavement rehab.	3RL	FLTP	Between \$5,000,000 and \$10,000,000	Title 23	EFLHD	Planned	Name changed from NAMA_16(2) to NAMA_16(2)_20(2)_ETC	-	NPS_NC
ROCR_24(1)	FY2016	DC	District of Columbia	Rock Creek Park	Pavement rehabilitation, geotechnical investigation of Repair retaining wall collapse and repair	RW	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	New project	-	NPS_NC
ROCR_27(1)_910(1)	FY2016	DC	Washington DC	Rock Creek Park	Rehab Struct 3450-029P Broad Branch and 033P Edgewater Stable	BRRH	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
CHOH_238(2)	FY2017	DC	District of Columbia	Chesapeake & Ohio Canal National Historical Park	Fletcher's entrance placeholder	3RH	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
GWMP_11(4)	FY2017	DC	District of Columbia	George Washington Memorial Parkway	Arlington Memorial Bridge Permanent Repairs	3RL	NPS	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	-	NPS_NC
NAMA_12(3)	FY2017	DC	District of Columbia	National Mall & Memorial parks	Rehab Outlet Bridge & resurface East Basin Dr.	3RL_BRRH	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
NAMA_21(2)_501(3)	FY2017	DC	District of Columbia	National Mall & Memorial Parks	15th St & Jefferson Dr Resurfacing	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
NCR_PMS_FY17	FY2017	DC	District of Columbia	National Capital Region	Pavement Management outside Beltway	2R	FLTP	Between \$500,000 and \$1,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
ROCR_14(1)_17(1)	FY2017	DC	District of Columbia	Rock Creek Park	Light pave rehab & replace drainage system on Bingham and Morrow Dr	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
NAMA_11(7)	FY2018	DC	District of Columbia	National Mall & Memorial Parks	Rehabilitate Ohio Dr, W Basin Dr & WB to EB Turnaround	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
ROCR_12(1)_19(1)	FY2018	DC	District of Columbia	Rock Creek & Potomac Park	Rehab Wise & Glover Roads	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC



FY2015 - FY2018 Transportation Improvement Program
 Federal Highway Administration
 Eastern Federal Lands Highway Division
 October 1, 2014

Last Printed:01Oct14

PROJECT	AWARD FY	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	ESTIMATED PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	Phase	CHANGE FROM LAST UPDATE	CONG DIST NUMBER	FLMA REGION
MD -- Maryland														
FW_PATU_HPP_4304	FY2015	MD	Prince Georges	Patuxent Research Refuge	Rehab. American Holly Dr (Rte 10), Beech Forest Rd (Rte 100), & 3 Parking Lots (Rtes 900, 901, 902).	3RL	SAFETEA-LU	Between \$250,000 and \$500,000	Title 23	FWS	Planned	New project	MD-04	FWS_R5
BAWA_1(3)_2(3)	FY2015	MD	Prince George's	Baltimore Washington Parkway	Resurface and Restore approx. 5.3 mi. of the BW Pkwy, in both directions from I495 to MD 197	3RH	FLTP	Between \$5,000,000 and \$10,000,000	Title 23	EFLHD	In Design	No change	MD-05	NPS_NC
CATO_900(1)	FY2015	MD	Frederick	Catoctin Mountain Park	Replacement of the Visitor Center Bridge at Catoctin Mountain National Park	BRRP	PRA	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	MD-06	NPS_NC
CHOH_10(1)	FY2015	MD	Montgomery	Chesapeake and Ohio Canal National Historical Park	Safety Improvements on the Great Falls Entrance Road	3RH	PRA	Between \$250,000 and \$500,000	Title 23	EFLHD	In Acquisition	No change	MD-08	NPS_NC
CATO_11(2)	FY2016	MD	Frederick	Catoctin Mountain Park	Repair Rte 11 Section 0 Foxville-Deerfield Road	3RL	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	New project	MD-06	NPS_NC
CHOH_10(2)	FY2016	MD	Montgomery	Chesapeake and Ohio Canal National Historical Park	Access Road and Parking Lots PM & L3R	3RL	FLTP	Between \$500,000 and \$1,000,000	Title 23	EFLHD	Planned	New project	MD-08	NPS_NC
GREE_11(1)	FY2016	MD	Prince George's	Greenbelt Park	Main Enrtance Rd. & Park Central Rd. Bridge Replacement and Resurfacing of Rtes. 10, 11, 200 & 201	3RH_BRRP	PRA	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	MD-05	NPS_NC
GWMP_6(1)_7(2)	FY2016	MD	Montgomery and Prince George's	George Washington Memorial Parkway	Clara Barton Pkwy mill and overly includes guardrail and guardwall	3RH	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	_VARIOUS	NPS_NC
SUIT_1(2)_2(2)	FY2016	MD	Prince George's	National Capital Parks-East	Improve Ped Cross at SUIT Prky & Forestville Rd incl. sdwlk, signals, lights, signing, pvmt markings	MISC	FLTP	Between \$100,000 and \$250,000	Title 23	EFLHD	Planned	New project	MD-05	NPS_NC
			Prince George's, Anne Arundel	Baltimore Washington Parkway	Resurface BW Parkway	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	_VARIOUS	NPS_NC



FY2015 - FY2018 Transportation Improvement Program
 Federal Highway Administration
 Eastern Federal Lands Highway Division
 October 1, 2014

Last Printed:01Oct14

PROJECT	AWARD FY	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	ESTIMATED PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	Phase	CHANGE FROM LAST UPDATE	CONG DIST NUMBER	FLMA REGION
VA -- Virginia														
FW_OCBA_T302(1)	FY2016	VA	Prince William	Ocoquan Bay National Wildlife Refuge	Repair Deephole Point Road Trail (Trail Route T302/ RIP Route 400)	3RH	FWS	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	No change	VA-11	FWS_R5
GWMP_1A109	FY2015	VA	Alexandria	George Washington Memorial Parkway	Resurface, restore & rehab approx 1.6 miles of GWMP NB & SB between Humpback Bridge & Airport	3RH	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Acquisition	New project	VA-08	NPS_NC
GWMP_4(2)_5(3)	FY2015	VA	Arlington	George Washington Memorial Parkway	Resurface, Restore & Rehabilitate Pavement on the Spout Run Pkwy E. & W. and Key Bridge Ramps	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Acquisition	No change	VA-08	NPS_NC
GWMP_500(1)	FY2015	VA	Arlington	George Washington Memorial Parkway	Repair/Rehabilitate SB ramp from National Airport (#027P) and Bridge (#028P) on Route 233	3RL_BRRH	PRA	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	VA-08	NPS_NC
PRWI_11(3)	FY2015	VA	Prince William	Prince William Forest Park	Repair the historic wooden truss bridge 3700-001P	BRRH	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	New project	VA-11	NPS_NC
GWMP_1(1)_2(1)	FY2016	VA	Arlington, Fairfax	George Washington Memorial Parkway	North GWMP joint & crack sealing	2R	FLTP	Between \$100,000 and \$250,000	Title 23	EFLHD	Planned	New project	VA-08	NPS_NC
GWMP_203(2)	FY2016	VA	Arlington	George Washington Memorial Parkway	Iwo Jima Memorial Access Road Rehab	3RL	FLTP	Between \$500,000 and \$1,000,000	Title 23	EFLHD	Planned	New project	VA-08	NPS_NC
GWMP_210(1)	FY2016	VA	Fairfax	George Washington Memorial Parkway	Spall repair CIA/FHWA bridge structure 3300-003	BRRH	FLTP	Between \$500,000 and \$1,000,000	Title 23	EFLHD	Planned	New project	VA-08	NPS_NC
GWMP_MVT(3)	FY2016	VA	Arlington	George Washington Memorial Parkway	Minor trail realignment and Theodore Roosevelt parking area pavement rehab.	MISC	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	In Design	New project	VA-08	NPS_NC
GWMP_1(2)_2(2)	FY2017	VA	Arlington	George Washington Memorial Parkway	Reconstruct SB GWMP Spout Run to Pimmit Run & NB GWMP PCC joint & crack repair	3RL_4R	FLTP	More than \$10,000,000	Title 23	EFLHD	Planned	New project	VA-08	NPS_NC
GWMP_105(1)_106(1)	FY2017	VA	Fairfax	George Washington Memorial Parkway	Fort Hunt Entrance Rd Mill & Overlay	3RL	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	New project	VA-05	NPS_NC
GWMP_1A93	FY2017	VA	Fairfax	George Washington Memorial Parkway	George Washington MP - Phase 1 - Rehabilitation of VA Route 123 Interchange	3RL	PRA	More than \$10,000,000	Title 23	EFLHD	In Design	No change	VA-10	NPS_NC
GWMP_1(3)_2(3)	FY2018	VA	Fairfax, Alexandria	George Washington Memorial Parkway	Reconstruct GWMP from CIA interchange to Capital Beltway	3RL_4R	FLTP	More than \$10,000,000	Title 23	EFLHD	Planned	New project	_VARIOUS	NPS_NC
VA_ST_TFHRC_50(4)	FY2015	VA	Fairfax	Turner-Fairbank Highway Research Center	Intersection Control for Cooperative Vehicle/Pedestrian Movement.	3RH_NEW	FAP	Between \$25,000 and \$100,000	Title 23	EFLHD	In Design	New project	VA-08	X_NA_OTH



NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

November 13, 2014

TO: Transportation Planning Board

FROM: Kanti Srikanth
Director, Department of Transportation Planning

RE: Letters Sent/Received Since the October 15th TPB Meeting

The attached letters were sent/received since the October 15th TPB meeting. The letters will be reviewed under Agenda #5 of the November 19th TPB agenda.

Attachments

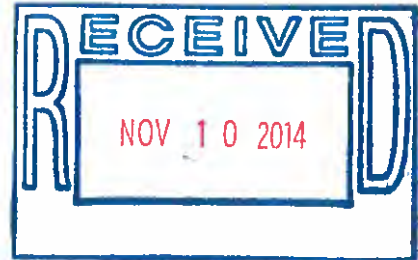


COMMONWEALTH of VIRGINIA

Office of the Governor

Aubrey L. Layne, Jr.
Secretary of Transportation

August 14, 2014



Mr. Kanti Srikanth
Executive Director NCRTPB
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

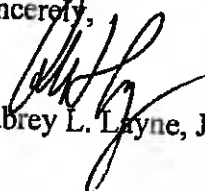
Dear Mr. Srikanth,

The expansion proposed for the metropolitan planning area boundary is hereby approved as shown on the accompanying map "Area for Inclusion in the National Capital Region Transportation Planning Board's Urbanized Area". This approval, affecting a portion of Fauquier County, is appropriate and consistent with federal regulations at 23 CFR 450.312; resolutions of the MPO and Fauquier County; and authorizations provided by the Governor's Executive Order 72 of 2008. This signed letter, accompanied by the map, shall serve as the documentation of the approval.

Consistent with federal regulations at 23 CFR 450, the subject area's transportation plans, programs and projects will require cooperative transportation planning approvals of the National Capital Region Transportation Planning Board as well as the Commonwealth.

For information purposes and to satisfy the federal transportation planning requirements, VDOT will be providing copies of this letter and map to appropriate offices including those of the Federal Highway Administration and Federal Transit Administration.

Sincerely,


Aubrey L. Layne, Jr.

Attachment



cc:

Mr. Paul McCulla,
Administrator, Fauquier County
10 Hotel Street, Suite 204
Warrenton VA 20186

COMMONWEALTH of VIRGINIA

Office of the Governor

Aubrey L. Layne, Jr.
Secretary of Transportation
Mr. Kenneth Mc Lawhon,
Manager, Town of Warrenton
P.O. Drawer 341
Warrenton, VA 20188-0341

Ms. Allison Detuncq
Culpeper CTB member
3300 Berkmar Drive
Charlottesville, VA 22901

Mr. Gary Garczynski
Northern Virginia CTB member
13662 Office Place
Suite 201 B
Woodbridge, VA 22192

Ms. Jennifer Mitchell,
DRPT Director
DRPT Planner
600 East Main Street, Suite 2102
Richmond, VA 23219

VDOT NOVA Dist Admin, Helen L. Cuervo,
VDOT Culpeper Dist Admin, John Lynch
VDOT TMPD, Marsha Fiol
VDOT Programming, Diane Mitchell
VDOT LAD, Jennifer Debruhl

Mr. Ivan Rucker,
Community Planner
400 North 8th Street, Suite 750
Richmond, Virginia 23219-4825

Ms. Sandra Jackson,
Community Planner,
District of Columbia Division
Federal Highway Administration
1990 K Street NW, Suite 510
Washington, DC 20006-1103

Mr. Tony Cho,
FTA Region III
1760 Market Street
Suite 500
Philadelphia, PA 19103-4124

ITEM 10 - Action
July 16, 2014

Approval of Fauquier County, Virginia
to Become a Member of the TPB

Staff Recommendation: Adopt Resolution R2-2015 to approve Fauquier County membership in the TPB.

Issues: None

Background The 2010 Census extended the Washington DC-VA-MD Urbanized Area into a portion of Fauquier County, including the Town of Warrenton. Federal planning regulations require that this portion with a population of about 21,000 be included in the metropolitan planning area and that representatives of the area be included in the TPB's transportation planning and programming process. Fauquier County has accepted the TPB's April invitation to become a member and represent the interests of its citizens in the regional transportation planning process.

TPB R2-2015
July 16, 2014

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION TO APPROVE FAUQUIER COUNTY, VIRGINIA MEMBERSHIP IN
THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington Metropolitan area, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan Area; and

WHEREAS, the TPB is responsible for the federally prescribed transportation planning process for the metropolitan planning area (MPA) determined as per 23 CFR 450.312(a) and related sections and comprises of the Washington DC-VA-MD urbanized area; and

WHEREAS, based on the results of the 2010 Census, a portion of Fauquier County, Virginia, including the Town of Warrenton and areas adjacent to Route 29 northeast of Warrenton has been designated as part of the Washington DC-MD-VA urbanized area; and

WHEREAS, the MPA for the TPB had to be expanded, as per 23 CFR 450.312(a) and related sections to include the newly added jurisdictions (portions of Fauquier County and the Town of Warrenton); and

WHEREAS, this would mean that transportation projects in this portion of the County and the Town must be included in the Constrained Long-Range Plan and the six-year Transportation Improvement Program prepared by the TPB to receive federal funding and the interest of residents of this portion of the County and the Town must be represented in the TPB's transportation planning and programming process; and

WHEREAS, on March 5, 2014, TPB staff and Virginia Department of Transportation (VDOT) staff met with officials from Fauquier County and Town of Warrenton to discuss these federally required planning and programming process and answered questions about the considerations and responsibilities that accompany membership in TPB; and

WHEREAS, at the April 16, 2014 meeting, the TPB approved sending a letter inviting Fauquier County to become a voting member of the TPB and represent the citizens' interests and participating in the metropolitan transportation planning process; and

WHEREAS, the MPA boundary was reviewed by Fauquier County, TPB staff and VDOT staff and it is proposed to be expanded (to include selected contiguous areas not

currently urbanized) pending approval of the Commonwealth's Secretary of Transportation, as shown on the attached map entitled "Areas for Inclusion in the National Capital Region Transportation Planning Board's Urbanized Area", including the entire Town of Warrenton and the Route 29/15 corridor south from the Town of Warrenton to the intersection of Routes 29/15/17 and Routes 29/15/17 BUS; and

WHEREAS, on June 12, 2014, TPB staff and VDOT staff briefed the Fauquier County Board of Supervisors on joining the TPB; and

WHEREAS, on June 12, 2014, the Fauquier County Board of Supervisors in the attached resolution authorized the County to join the National Capital Region Transportation Planning Board and participate in the region's transportation planning process;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves Fauquier County, Virginia becoming a voting member with the right to fully participate in all TPB work program activities.

RESOLUTION

A RESOLUTION TO JOIN THE NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD AND PARTICIPATE IN THE
REGIONAL TRANSPORTATION PLANNING PROCESS

WHEREAS, the 2010 Census designated the Town of Warrenton, portions of the adjoining service districts and areas adjacent to Route 29 northeast of Warrenton as an urban cluster; and

WHEREAS, the Washington DC-VA-MD urbanized area was recently expanded to include the urban cluster portions of Fauquier County; and

WHEREAS, the National Capital Region Transportation Planning Board (TPB) implements the transportation planning process for the region comprised of the Washington DC-VA-MD urbanized area; and

WHEREAS, Federal law mandates that transportation projects be included in the Constrained Long-Range Plan and the six-year Transportation Improvement Program prepared by the TPB to receive federal funding; and

WHEREAS, Federal law also mandates that the interests of residents in the planning region be represented in the transportation planning and programming process; and

WHEREAS, the National Capital Region Transportation Planning Board invited Fauquier County to become a voting member of the TPB, representing the citizens' interests and participating in the regional transportation planning process; and now, therefore, be it

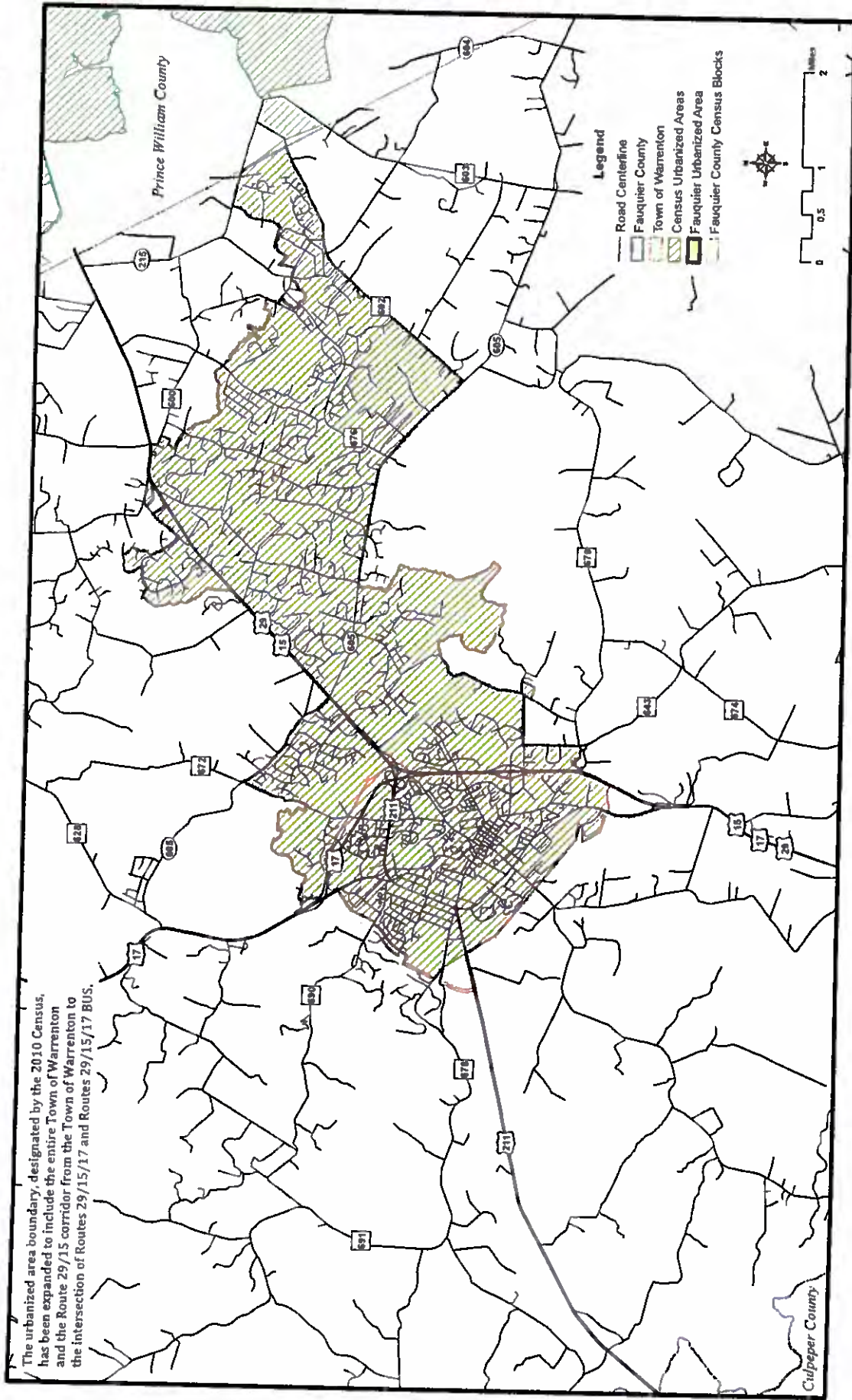
RESOLVED by the Fauquier County Board of Supervisors this 12th day of June 2014, That the Board of Supervisors does hereby authorize the County join the National Capital Region Transportation Planning Board and participate in the region's transportation planning process; and be it

RESOLVED FURTHER, That the Board does hereby designate the area for inclusion as shown on the attached map entitled "Areas for Inclusion in the National Capital Region Transportation Planning Board's Urbanized Area", including the entire Town of Warrenton and the Route 29/15 corridor south from the Town of Warrenton to the intersection of Routes 29/15/17 and Routes 29/15/17 BUS; and be it

RESOLVED FINALLY, That the County Administrator and County Attorney are hereby authorized to execute any requirements associated with membership in the National Capital Region Transportation Planning Board.

Area for Inclusion in the National Capital Region Transportation Planning Board's Urbanized Area

The urbanized area boundary, designated by the 2010 Census, has been expanded to include the entire Town of Warrenton and the Route 29/15 corridor from the Town of Warrenton to the intersection of Routes 29/15/17 and Routes 29/15/17 BUS.





COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219 2000

Charles A. Kilpatrick, P.E.
Commissioner

August 13, 2014

The Honorable Aubrey Layne
Secretary of Transportation
Patrick Henry Building
Richmond, Virginia 23219

Dear Secretary Layne:

The 2010 Census population figures released March 27, 2012 indicate that there has been an expansion of the Greater Metropolitan Washington D.C. Region urbanized area in Virginia. Portions of Fauquier County, Virginia, including the Town of Warrenton and community of New Baltimore, have attained urbanized area status (high urbanized land use population density). As per 23 USC 134 and 23 CFR 450, this portion of Fauquier County is now subject to federal metropolitan transportation approvals and receipt of federal metropolitan transportation planning funds, and must be added to the metropolitan planning area under jurisdiction of the National Capital Area Transportation Planning Board Metropolitan Planning Organization (MPO), with the expanded MPO metropolitan planning area boundaries formally to be approved by the Governor. The Governor's Executive Order 72 of 2008 (item 4) delegates the responsibility for approval of such metropolitan area boundaries to the Secretary of Transportation.


The Virginia Department of Transportation, representatives of the affected localities and the MPO have collaborated on the revision of the MPO planning area boundary and for the addition of a Fauquier County representative onto the voting membership of the MPO. Resolutions of the MPO (July 16, 2014) and Fauquier County (June 12, 2014) approve of the metropolitan planning area boundary expansion. The addition of one representative from Fauquier County is not considered a substantial change for the vast voting membership to that MPO, hence this revision does not warrant redesignation of the MPO. As with all urbanized areas, the area's transportation plans, programs and projects will require cooperative approvals of the MPO as well as the Commonwealth.

The Honorable Aubrey Layne
August 13, 2014
Page 2 of 2

For your review and approval, a draft approval letter is provided for your potential use. A reference map of the proposed expanded metropolitan planning area boundary is enclosed which should accompany your approval letter. Please sign and return your letter of approval to me for mailing, appropriate distribution of copies and record-retention purposes.

Thank you for your consideration of this request.

Sincerely,


Quintin Elliott
Chief Deputy Commissioner

Enclosures

cc: The Honorable Charlie Kilpatrick
The Honorable Jennifer Mitchell
Mr. Rick Walton
Mrs. Marsha Fiol
Ms. Diane Mitchell
Ms. Jennifer DeBruhl
Ms. Helen L. Cuervo
Mr. John Lynch

bc: Dan Painter (VDOT Culpeper)
Norman Whitaker (VDOT NOVA)
Craig Van Dussen (VDOT Fredericksburg)
Ms. Robin Grier
Amy Inman (DRPT)



COMMONWEALTH of VIRGINIA

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030



October 15, 2014

The Honorable Patrick Wojahn, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

Dear Chairman Wojahn:

Thank you for your letter regarding the Transportation Planning Board's Access for All (AFA) Committee comments about the 2014 CLRP update.

As you requested, the comments will receive full consideration as we move forward with the project development process. We will provide a more specific response for the October 23 AFA Committee meeting.

If you have any questions or comments, please contact Norman Whitaker, our Transportation Planning Director, at (703) 259-2799 or norman.whitaker@vdot.virginia.gov.

We appreciate your cooperation in this matter.

Sincerely,

Helen L. Cuervo, P.E.
District Administrator
Northern Virginia District

cc: Renée N. Hamilton
Maria Sinner, P.E.
Norman Whitaker



October 21, 2014

The Honorable Patrick Wojahn, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capital Street, N.E., Suite 300
Washington, DC 20002-4201

Dear Chairman Wojahn:

Thank you for your letter regarding the Transportation Planning Board's Access for All (AFA) Committee comments about the 2014 Constrained Long-Range Plan (CLRP) update.

WMATA shares many of the concerns expressed by the AFA Committee. In particular, WMATA agrees that the region is not sufficiently focused on the region's future public transportation needs. In fact, while recognizing the noteworthy step taken in the 2014 CLRP with the jurisdictions' commitment to provide the funds needed to keep Metro in a state of good repair, WMATA urged the TPB to turn its immediate attention to ensuring full funding for Metro 2025. Achieving a steady state of maintenance is an important first step, but the current CLRP has insufficient funding to support the needs of the region of the future.

Comments regarding community-based, affordable public transportation

The AFA Committee raised concerns about limited or unavailable bus service in areas further from the regional core. The Priority Corridor Network (PCN), part of Metro 2025, calls for improvements such as increased bus service frequency and span of service on 24 regional corridors that would help alleviate this concern. However, among other factors, one must consider that while Metro operates bus service, local and state jurisdictions own the roadways on which many of the improvements are planned. The implementation of these projects and the realization of their benefits require strong local partners, and significant funding commitments from the jurisdictions.

Like the AFA Committee, WMATA is also concerned about the affordability of public transit. The lack of a dedicated funding source necessitates a reliance on annually appropriated support. Unlike almost every other major transit system in the nation, WMATA depends on annual operating subsidies from member jurisdictions and revenues generated from passenger fares, advertising, parking, etc. As a result, WMATA faces frequent financial and budgetary shortfalls that necessitate the need to increase passenger fares, among other financing

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

www.metroopensdoors.com

A District of Columbia,
Maryland and Virginia
Transit Partnership

alternatives. The Authority understands the concerns that fare increases may have on traditionally-disadvantaged population groups, and continues to make the evaluation of potentially negative impacts a top priority when budget-related service changes are proposed.

Comments regarding improving and maintaining bus stops and pedestrian infrastructure

WMATA is encouraged by the support of the AFA Committee for our current efforts to improve access to bus stops for people with disabilities. In April 2014, the WMATA Board endorsed a goal to improve one percent of the region's inaccessible bus stops annually or about 68 stops per year. Since then, WMATA has identified 57 priority bus stops for improvement. Stop selection was based on a stop's inaccessibility as a factor in the granting of MetroAccess eligibility. To date, planning and design work for the first set of bus stop improvements is underway. WMATA will implement improvements at five of the priority stops using a New Freedom grant and is coordinating with the jurisdictions on the improvement of 18 other stops.

The AFA Committee raised the need for maintenance of bus stops and sidewalks after improvements have been made. Routine maintenance is scheduled for stops with a shelter and/or trash can, but is often performed on an as-needed basis for other stops. Therefore, to facilitate the communication needed for the maintenance and other aspects of each bus stop in the region, WMATA is planning to develop a regional bus stop accessibility database. This tool will allow jurisdictions to provide status updates on their stops and allow customers to provide comments or observations about each stop.

In sum, the region-wide bus stop improvement effort seeks to improve access to fixed route transit service, reduce the demand for paratransit service, and improve the safety of the region's bus stops. This three-fold initiative directly addresses several of the concerns expressed by the AFA Committee. WMATA will continue to collaborate with the jurisdictions on the implementation of improvements, and in its outreach to MetroAccess customers in proximity to newly improved stops.

Comments regarding MetroAccess eligibility and fares

The AFA Committee raised concerns about how stricter eligibility requirements are impacting those that are dependent on paratransit; however, the MetroAccess eligibility and certification process, which is in full compliance with the Americans with Disabilities Act and has been vetted by the FTA, has not been changed with stricter eligibility requirements. The process requires the completion of an application, including information from the individual's doctor, and an interview. WMATA also conducts a functional assessment to determine the individual's ability to access and use bus and rail services for at least some of

their trips.

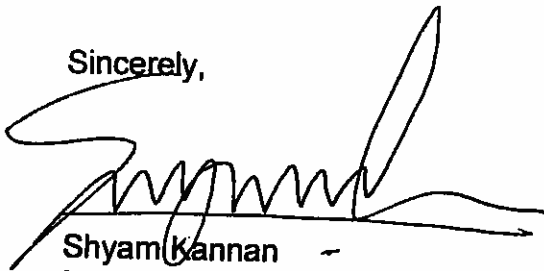
During the FY15 budget process, the WMATA Board examined the current approach to pricing for MetroAccess. Upon the recommendation of WMATA's Access Advisory Committee, the MetroAccess fare policy changed to reduce the maximum allowable fare from \$7.00 to \$6.50. In addition, WMATA's enhanced fare calculator within Trip Planner ensures that our paratransit riders obtain the lowest possible fare for the trip. Patrons are charged twice the equivalent fixed-route SmartTrip fare based on the cheapest fare among modes available at the time of their trip.

WMATA's Public Participation Plan

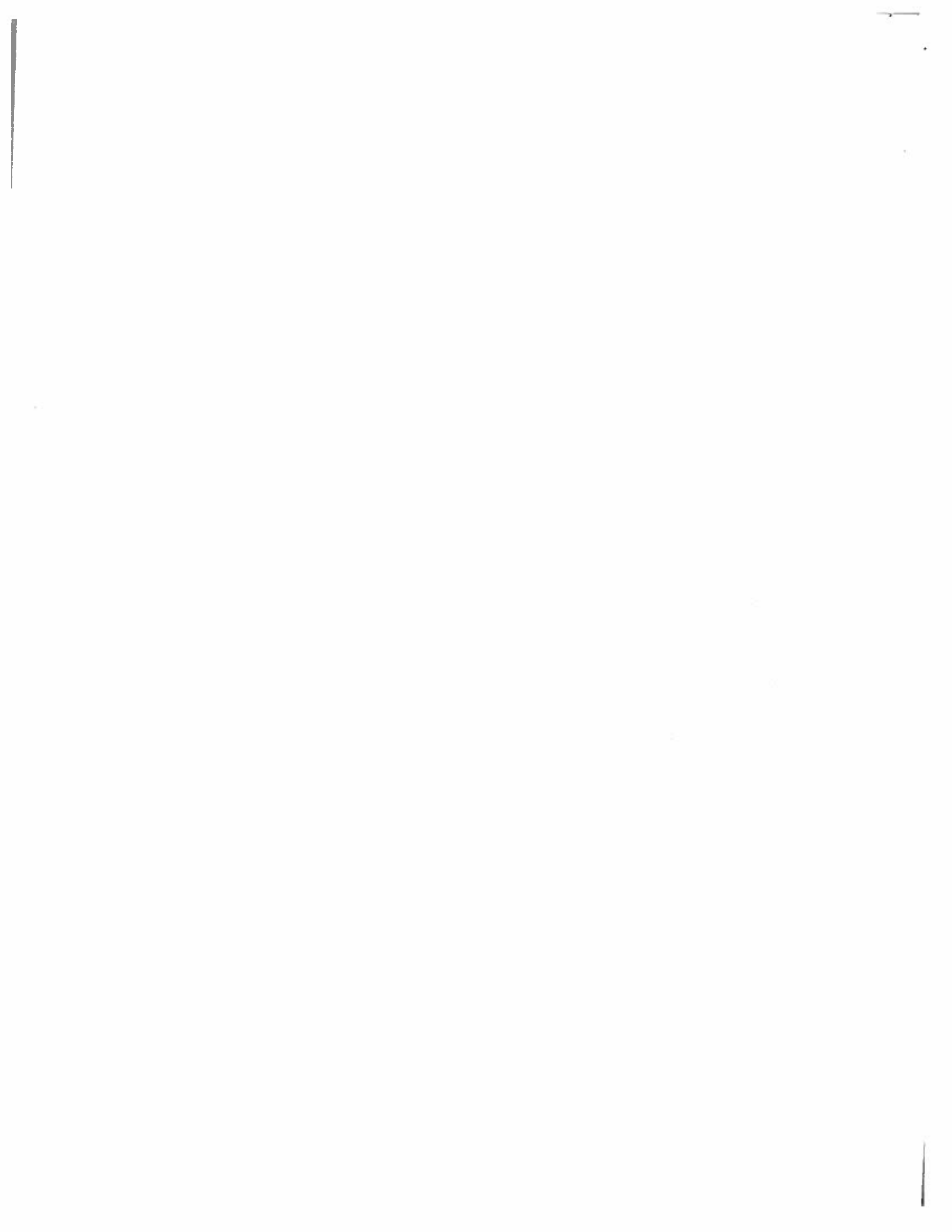
Last month the WMATA Board approved the Title VI Public Participation Plan (PPP) that, in its implementation, ensures the voices of our disadvantaged populations are heard. Key recommendations of the PPP include creating a consistent approach to outreach across the Authority, incorporating feedback to and from the public, and ensuring that our various populations are reached in a variety of mediums. That said, we appreciate the opportunity to review and respond to the concerns raised by the AFA Committee and will consider them as we move forward with the project development process.

If you have any additional questions on the comments included in this letter, please do not hesitate to contact James Hamre, WMATA's Director of Bus Planning, at (202) 962-2870 or JHamre@wmata.com or Christiaan Blake, WMATA's Director of ADA Policy and Planning, at (202) 962-1125 or CBlake@wmata.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shyam Kannan', with a large, sweeping flourish extending to the right.

Shyam Kannan
Managing Director
Office of Planning



Kanti



October 24, 2014



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

Dear Mr Srikanth:

In response to your letter of September 30, 2014, I am confirming the submittal of Washington Metropolitan Area Transit Authority's (WMATA) detailed forms, schedules, proposed revisions and budget adjustments to reflect the current status of the projects and confidence in completing the projects within the performance period. These documents were provided to the Council of Governments on October 6, 2014 by our Director of Bus Planning, Scheduling and Customer Facilities, James Hamre.

The summary of the three projects for which WMATA is responsible, and the proposed budget changes, are listed in the table below:

TIGER Grant WMATA Assigned Project Activities

Project Description	Original Program Budget	WMATA Program Revision
Addison Road Line Project	\$ 200,000	\$ 214,000
I-395 Multi-Modal Project	\$ 9,930,000	\$ 9,770,550
Leesburg Pike (VA Rt 7) Project	\$ 1,340,000	\$ 1,084,000
Project Management to MWCOG		\$ 401,450
TOTAL	\$11,470,000	\$ 11,470,000

It is WMATA's intent to complete work by March 2016 to allow for contractor invoicing, work documentation and payments before June 30, 2016, the end of WMATA's FY2016. That timing will facilitate completion of all grant-related submissions to MWCOG by the September 30, 2016 project deadline.

Project Budget and Schedule Revisions

- The Addison Road project is nearing completion and the proposed revision to the budget reflects the actual cost of the project.

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

By MetroRail
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines

A District of Columbia
Maryland and Virginia
Transit Partnership

- The Virginia-7, Leesburg Pike project similarly reflects known costs and a scope change to reflect a focus on completing the Transit Signal Priority elements as defined in the recently approved MOU by VDOT.
- Work at Pentagon Transit Center (I-395 Corridor Project) has begun with 15 items currently under contract to F.H. Passion.
- The final engineering of the Franconia-Springfield Station portion of the I-395 Corridor Project is near completion. This request includes an adjustment to reflect cost-to-complete estimates creating a bus platform station canopy.
- The Real Time Passenger Information system design is complete. WMATA is prepared to install signage at the Pentagon and Franconia-Springfield stations and prepared to support related DDOT and SHA projects.
- The Department of Defense (DoD) has rejected the original proposal for additional bus bays at the Pentagon Transit Center. However, WMATA has been working with DoD and Arlington County to implement an alternative investment, with even greater security, safety and strategic value, through creation of a bus station on the Pentagon Reservation along Army Navy Drive (Hayes Street Lot). Work leading to construction documents has recently been initiated by DoD's Integrated Project Team. Therefore, the anticipated expenditures are reduced and the scope adjusted to reflect proceeding with the final design and a partial construction expenditure of approximately \$650,000, with completion of the project via other sources.

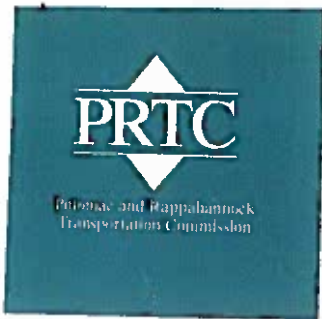
The result of these budget revisions and scope adjustments will result in a small reduction of reimbursable expenditures and completion of many ground-breaking projects important to the region's bus transit operations. WMATA is committed to supporting these projects with timely execution of procurement, project management and construction activities to improve the experience of thousands of daily bus riders. If you have further questions on the information and documentation that you have been provided, please contact James Hamre at 202-962-2870 or email him at jhamre@wmata.com.

Sincerely,



Richard Sarles
General Manager and
Chief Executive Officer

cc: ✓ Chuck Bean, MWCOG
Reginald Lovelace, FTA Region III
Corey Walker, FTA



14700 Potomac Mills Road
Woodbridge, VA 22192

October 16, 2014



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

RE: PRTC Completion Schedules for the TIGER Grant

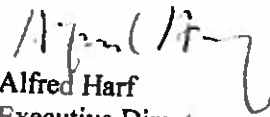
Dear Mr. Srikanth:

This is a reply to your letter dated September 30, 2014 seeking affirmation from project owners of their completion schedules for the TIGER Grant. As part of the PRTC Buses and ITS Technology – Buy Replacement Bus Project, the Potomac and Rappahannock Transportation Commission (PRTC) was awarded \$9,650,000 for three (3) projects: Bus Security Cameras; Replacement Buses; and acquisition/implementation of a Computer Aided Dispatch-Automatic Vehicle Location (CAD-AVL) System.

PRTC has successfully completed the Bus Security Cameras and Replacement Bus Projects, with a combined expenditure of \$5,232,481, or more than half of the grant. PRTC’s final project, the CAD-AVL System, is still in progress and is expected to be completed by the outside date associated with the subject TIGER grant. To date, PRTC has received reimbursement of \$2,283,953 for the first four (4) Project Payment Milestones. There are five Project Payment Milestones remaining for the CAD/AVL Project, totaling \$1,868,581, and two other deliverables totaling \$264,985, as detailed in Attachment 1.

PRTC looks forward to our continuous participation with our regional partners in completing the TIGER projects in a timely and effective manner that meets the spirit of the TIGER grant. If you have any questions or need additional information please feel free to contact Betsy Massie at 703-580-6113 or via email at bmassie@omniride.com.

Sincerely,

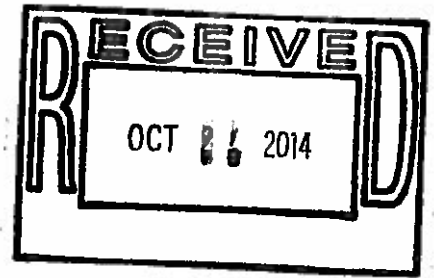

Alfred Harf
Executive Director

Attachment: As stated

cc: Eric Marx, Director of Planning and Operations, PRTC
Betsy Massie, Director of Grants and Project Management, PRTC
Carl Roeser, Manager of Information Technology, PRTC
Lora Byala, Foursquare ITP
Shana Johnson, Foursquare ITP

PRTC CAD/AVL TIGER PROJECT - REMAINING PROJECT MILESTONES			
Milestone #	Description	Amount	Reimbursement Request to MWCOG
5	PRTC approval of successful installation and field performance testing of the central site CAD/AVL System equipment and communications equipment as necessary to support PRTC operations and successful completion of the Mini-Fleet Test.	\$332,013	11/30/2014
6	PRTC approval of successful installation and checkout of onboard equipment on at least twenty-five (25%) of the total vehicles to be implemented (include Mini-Fleet), and successful phase over of these vehicles to full operation under the CAD/AVL System.	\$290,462	1/16/2015
7	PRTC approval of successful installation and checkout of onboard equipment on all remaining vehicles to be implemented, and successful phase over of Ninety percent (90%) of all vehicles to full operation under the CAD/AVL System.	\$581,313	2/28/2015
8	Receipt of all training and final documentation.	\$207,749	2/28/2015
9	PRTC approval of successful completion of the availability test (Specification Section 7.8) and Final Acceptance as outlined in the Section 1.9a.	\$457,044	5/31/2015
ADDITIONAL DELIVERABLES ¹			
	Installation of the CAD/AVL system on five (5) OmnLink buses	\$77,000	2/28/2015
	Purchase of a one-year maintenance contract	\$187,985	5/31/2016
Total		\$2,133,566	

¹These funds are associated with funds that were moved from completed projects to the CAD/AVL project.



DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES

P.O. Box 178 - City Hall
Alexandria, Virginia 22313
703-746-4025

alexandriava.gov

October 21, 2014

Kanti Srikanth, Director
Department of Planning
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington, D.C. 20002

Re: TIGER Grant Status

Dear Mr. Srikanth,

This is in response to your September 30 letter requesting the schedule for completing all project activities for the TIGER grant project. I apologize for the delayed response. Please know that Alexandria is committed to completing this project by the June 2016 deadline.

We have two TIGER Grant projects:

- 1) Project #10 US -1 Transitway (complete).
- 2) Project #12 Van Dorn/Pentagon, TSP/Queue Jumps, Superstops (will be complete by June 2016.)

The City of Alexandria's schedule for this project is:

- SuperStops, Advertise Construction September 2014
- Queue Jump/TSP, Finalize Design November 2014
- SuperStops Award Contract November 2014
- SuperStops, Construction January 2015 – June 2015
- Queue Jump/TSP, Advertise Construction January 2015 – February 2015
- Queue Jump/TSP, Award Contract March 2015

Kanti Srikanth
October 21, 2014
Page 2

- Queue Jump/TSP, Construction June 2015 – August 2015
- Queue Jump/TSP Implementation September 2015 – March 2016
- Project Complete April 2016

There are no anticipated changes to the scope of this project and the above schedule is firm and the June 16, 2016 deadline is achievable.

If you have any questions or concerns, please feel free to contact Bob Garbacz, Division Chief, T&ES Traffic Engineering, at 703.746.4143 or Bob.garbacz@alexandriava.gov.

Sincerely,



Yon Lambert, AICP
Acting Director

cc: Sandra Marks, Deputy Director, T&ES/Transportation
Bob Garbacz, Division Chief, T&ES, Traffic Engineering
Ravindra Raut, Civil Engineer IV, T&ES, Traffic Engineering
Lee Farmer, Principal Planner, T&ES, Transit Services



October 30, 2014



The Honorable Patrick Wojahn
Chairman, National Capital Region
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capital Street, N.E.; Suite 300
Washington, DC 20002-4201

Dear Chairman Wojahn:

The Transportation Planning Board's (TPB) travel demand forecasting model (the model) is the basis for all planning studies and projects in the region, and this letter calls on the TPB to continue to improve the model to better represent transit and non-motorized modes of transportation. While the TPB has recently made significant improvements such as incorporating a mode choice model and transit assignment process as well as other refinements, the model still does not depict non-automobile trips on transit, bicycles, and foot as well as it could.

With the advent of Metroway bus rapid transit (BRT), streetcar, and the Purple Line light rail transit, the region is increasing the level of investment in transit, and the array of modes in the region is expanding well beyond what exists today. Due to the limited amount of funding available, there is also continued pressure from federal and state legislation to evaluate and prioritize transportation investments. Since the model is the basis for the evaluation, it must ensure that all modes are accurately represented to ensure decision makers across the region are making the best use of limited resources.

- In the current model, Metrorail and light rail are grouped together in the same category, whereas BRT and streetcar are grouped with express and local bus in the same category. While differences among these modes are clear in reality, without a model that reflects true differences of each investment, decision makers are unable to truly understand the attractiveness and impacts of each mode.
- As traffic grows, bus speeds continue to slow, and reliability and capital and operating costs are affected. In the current model, bus run times are independent of the level of traffic and subsequent traffic speeds. By further developing the model to integrate bus speeds with that of general traffic, decision makers will have a better understanding of the impacts of the myriad of the bus priority measures, especially right-of-way improvements, and their effect on ridership.
- Bicycling and walking to transit is the main mode of access for much of our ridership. It is also increasing in mode share across the region,

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines

A District of Columbia
Maryland and Virginia
Transit Partnership

especially in the core and central jurisdictions and some of the regional activity centers. In the past two years, the TPB's geographically-focused survey on non-motorized transit has provided a better understanding of bicycling and walking mode shares, especially in regional activity centers. WMATA would like to see this effort integrated into the model. Additionally, adding a non-motorized mode to the mode choice model would better reflect walking and biking when changes to surrounding land use are made. A better representation of biking and walking in the model would help the accuracy of station access modes.

WMATA applauds the TPB's continued engagement of consultants to identify best practices and test their compatibility with the current model; however, much remains to be done. The above are only a few examples of model improvements that the TPB could consider with regard to transit, bicycles, and pedestrians.

WMATA calls on the TPB to take action by undertaking a broader best practices review of how transit, bicycles, and pedestrians are incorporated into other regional models. From there, WMATA requests that the TPB identify the necessary steps and schedule that will bring the region's travel demand model in line with best practices and perhaps becomes a leading model for metropolitan planning organizations across the country. WMATA welcomes the opportunity to work more closely with the TPB to find a common ground and design and prioritize improvements to the modeling process that will further enhance its usefulness for transit-related studies and decision-making.

We look forward to seeing a proposal with an action plan, schedule and costs to improve how the regional transportation model represents the full range of modes. Improving the model would enable the region to make better decisions with the limited resources that we have.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shyam Kannan', written over a horizontal line.

Shyam Kannan
Managing Director
Office of Planning



October 27, 2014

The Honorable Patrick Wojahn
Chairman, National Capital Region
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capital Street, N.E.; Suite 300
Washington, DC 20002-4201

Dear Chairman Wojahn:

This letter calls on the Transportation Planning Board (TPB) to take a leadership role in (1) discussing how the Washington Metropolitan Area will provide the money needed to address regional and local transportation system priorities, (2) identifying the appropriate funding structure for the region's many unfunded transportation needs, and (3) tracking progress towards obtainment of funding.

In 1998, the Transportation Planning Board (TPB) unanimously adopted a Vision to provide the policy framework for continuing transportation system planning and implementation in the Nation Capital Region. The TPB Vision incorporates the eight planning factors specified in the current federal regulations¹ and has served as the overall blueprint and policy direction for the Constrained Long Range Plan (CLRP) since the 2000 CLRP update. Transportation agencies are required to explicitly consider the Vision as a policy framework in their project and program submittal processes, and it continues to serve as the guiding document for new initiatives such as the Regional Transportation Priorities Plan (RTPP).

Upon the Vision's adoption in 1998, the TPB unanimously decided to use it as their guide for regional transportation investments in the 21st Century. Seven of the eight policy goals have been incorporated into the regional planning process where progress toward these goals is assessed and reported on annually. It is time for the TPB to focus on the outlier; the goal that is difficult achieve, yet vitally important to the success of our region and the quality of the region. In 2004 the TPB issued the *Time to Act*² report, a call to action to address the serious funding shortfalls in transportation. *Time to Act* identified transportation needs, revenues, and funding shortfalls for the District of Columbia, Maryland, Virginia, and WMATA that required additional commitment from all levels of government: federal, state, regional, and local. As a result of this report, as well as the 2001 General Accounting Office report "Many Management Successes at WMATA, but Capital Planning Could Be Enhanced"³ and the Brookings Institution Report,

1 49 USC and 23 USC §134 (metropolitan) and §135 (statewide)

2 National Capital Region Transportation Planning Board MWCOG, "Time to Act", February 2004.

3 U.S. General Accounting Office, "Many Management Successes at WMATA, but Capital Planning Could Be Enhanced." GAO-01-744. (2001).

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

By Metrolink:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines

A District of Columbia
Maryland and Virginia
Transit Partnership

*Washington Metro: Deficits by Design*⁴, the TPB established a panel sponsored by the Metropolitan Washington Council of Governments (MWCOG), the Greater Washington Board of Trade, and the Federal City Council for the purpose of advancing the critical issue of having dedicated funding for WMATA.

The Blue Ribbon Panel published its report on Metro funding in January, 2005. Among the primary findings, conclusions, and recommendations of the report were:

- There is and will continue to be an expanding shortfall of revenues available to address both capital needs and operational subsidies of the Metrorail and Metrobus systems.
- Federal needs require the federal government to significantly participate in addressing these shortfalls, particularly for capital maintenance and system enhancement.
- The Compact jurisdictions should mutually create and implement a single regional dedicated revenue source to address these shortfalls.
- The most viable dedicated revenue source that can be implemented on a regional basis is a sales tax.
- Federal and regional authorities should address alternate methods of funding the MetroAccess needs of the region.

Together with publication of the report, the Panel urged sponsoring organizations to advance their work by advocating on behalf of the Panel's findings, conclusions, and recommendations. They called on the region's leaders to take action to build a coalition to support a dedicated revenue source for WMATA. However, what was envisioned in 1998 with the adoption of the TPB's Vision, studied in the early 2000's by the GAO, the Brookings Institution, MWCOG, the Greater Washington Board of Trade, Congress, and WMATA, and advocated for by representatives of each since then remains undone.

Since the recommendations put forth almost ten years ago, there has been little additional work either in advancing the recommendations or in continuing to create new ideas. Importantly, Goal 7:

The Washington metropolitan region will achieve an enhanced funding mechanism(s) for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding⁵

remains unlinked to the regional planning process and presents a large gap in the fulfillment of the TPB Vision. Meanwhile, the region continues to grapple with mounting transportation problems in the face of increasingly limited funding dollars to combat the mobility-based threats to economic growth, sustainability, and livability. Funding limitations continue to hamper regional transportation

⁴ Robert Puentes, "Washington Metro: Deficits by Design", (Washington: Brookings Institution, June 2004).

⁵ The TPB Vision. Available at: <http://www.mwcog.org/transportation/activities/vision/>

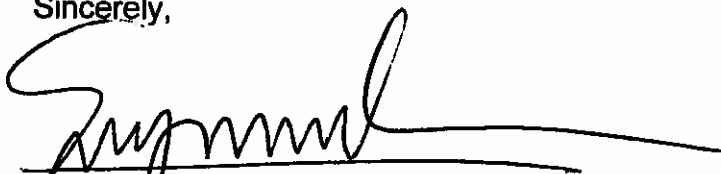
planning initiatives that support the TPB Vision, Region Forward, and Economy Forward, and should Goal 7 continue to go untended, it is unreasonable to assume that the current situation will change for the better.

For this reason, WMATA calls upon the TPB to take action. WMATA requests the TPB to recommit itself to advancing Goal 7 in the TPB Vision. This means that TPB should examine enhanced funding mechanisms and establish a policy recommendation on funding the region's transportation future. WMATA requests that the TPB take a leadership role in reigniting the torch on the discussion of how the region will achieve **enhanced funding mechanism(s) for regional and local transportation system priorities**, and identify the appropriate funding structure for the region's many unfunded transportation needs.

To ensure continuity of the conversation among regional leaders and to track progress toward the achievement of this goal, WMATA requests TPB staff incorporate a report of its status into the annual work program, and present findings to the Board.

We look forward to seeing a proposal on how this goal will be addressed in a regional forum and how the TPB will continue to work toward its achievement in the future.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shyam Kannan', with a long horizontal line extending to the right.

Shyam Kannan
Managing Director
Office of Planning

ITEM 8 - Action
November 19, 2014

Approval of the Update of the Coordinated Human Service
Transportation Plan for the Section 5310 Enhanced Mobility for
Seniors and Individuals with Disabilities Program

Staff Recommendation: Adopt Resolution R9-2015 to approve the entire update to the Coordinated Plan.

Issues: None

Background: The Coordinated Human Service Transportation Plan, which was approved by the TPB in 2009, must be updated to guide funding decisions for the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program. At its June 18 meeting, the Board was briefed on key elements of the update of the Coordinated Plan which include the competitive selection framework for the Enhanced Mobility Program. On July 17, the Board approved the key elements of the update to the Coordinated Plan in preparation for a grant solicitation for the Enhanced Mobility funds from August 28 to October 24.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION APPROVING THE UPDATE OF THE COORDINATED HUMAN SERVICE
TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) of 2005, COG, as the administrative agent for the TPB, served as the Designated Recipient for the JARC and New Freedom programs for the Washington DC-VA-MD Urbanized Area; and

WHEREAS, in July 2006 the TPB established the Human Service Transportation Coordination Task Force to oversee the development of a Coordinated Human Service Transportation Plan to guide funding decisions for three programs under SAFETEA-LU Job Access and Reverse Commute (JARC), New Freedom and the Elderly and Disabled Individual program; and

WHEREAS, the first Coordinated Plan, which included the framework for the competitive selection process of JARC and New Freedom grants, was adopted by the TPB at its regular meeting on April 18, 2007; and

WHEREAS, since 2007, the TPB has facilitated seven project solicitations and selections that have resulted in 66 JARC and New Freedom grants totaling over \$25 million in Federal and matching funds; and

WHEREAS, an Update to the Coordinated Plan was adopted by the TPB at its regular meeting on December 19, 2009; and

WHEREAS, MAP-21 in 2012 created the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program to “improve mobility for seniors and individuals with disabilities ... by removing barriers to transportation services and expanding the transportation mobility options available”; and

WHEREAS, in June 2013 the Governor of Maryland, the Governor of Virginia and the Mayor of the District of Columbia designated COG, as the TPB’s administrative agent, the recipient of the Enhanced Mobility program for the Washington, DC-VA-MD Urbanized Area; and

WHEREAS, the Federal Transit Administration (FTA) issued final guidance for the Enhanced Mobility program on June 6, 2014 with FTA Circular 9070.1G which requires that projects funded with the Enhanced Mobility program be included in or respond to strategies in a Coordinated Human Service Transportation Plan; and

WHEREAS, the TPB Human Service Transportation Coordination Task Force met five times between October 2013 and May 2014 to provide guidance on the update to the Coordinated Plan; and

WHEREAS, the Access for All Advisory Committee was invited to participate in the October 2013 and April 2014 Task Force meetings to provide input on the update to the Coordinated Plan; and

WHEREAS, on May 15, 2014 the Human Service Transportation Coordination Task Force concurred with the key elements of the update to the Coordinated Plan including the competitive selection criteria;

WHEREAS, the key elements for the update to the Coordinated Human Service Transportation Plan was adopted by the TPB at its regular meeting on July 16, 2014 in preparation for a grant solicitation; and

WHEREAS, the update to the Coordinated Plan contains the key elements and updates the Executive Summary, Introduction (Section 1), Appendices, Tables, and Figures;

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the attached Update to the Coordinated Human Service Transportation Plan for the National Capital Region.



DRAFT

Update to the Coordinated Human Service Transportation Plan for the National Capital Region



By

National Capital Region
Transportation Planning Board

Draft of November 19, 2014

ACKNOWLEDGEMENTS

DIRECTOR, DEPARTMENT OF TRANSPORTATION PLANNING

Kanti Srikanth

ACTING CO-DIRECTOR AND CHIEF OF PROGRAM COORDINATION

Gerald Miller

PLAN AUTHORS AND CONTRIBUTORS

Wendy Klancher
Lynn Winchell-Mendy
Sergio Ritacco
Beth Newman Saguto
Dan Sonenklar

Special Thanks To:

Honorable Tim Lovain, Task Force Chair
Task Force Members

COG Publication Number: (TO BE FILLED IN)

Website: www.tpbcoordination.org

Photo Credits from Cover Page: (top and bottom picture); WMATA

Alternative formats of this publication are available upon request. Phone: 202.962.3300 or 202.962.3213 (TDD) Email: accommodations@mwkog.org. For details: www.mwkog.org. Please allow 7 days for the preparation of the materials.

Contents

List of Appendices.....	iv
List of TABLES.....	v
List of FIGURES.....	vi
Executive Summary.....	1
Section 1: Introduction.....	7
<i>What Is Coordination?</i>	7
<i>Purpose of the Coordinated Plan</i>	8
<i>What is the TPB?</i>	8
<i>TPB Role in JARC and New Freedom</i>	9
<i>MAP-21</i>	12
<i>Section 5310 “Enhanced Mobility” at a Glance</i>	12
<i>Changes to JARC and New Freedom</i>	13
<i>Eligible Applicants</i>	14
<i>Traditional 5310 Project Requirements</i>	14
<i>Performance Measures Reporting Requirements</i>	15
Section 2: Plan Development.....	16
<i>Previous TPB Studies and Reports</i>	17
<i>JARC and New Freedom Assessment</i>	17
<i>Regional Coordination of Specialized Transportation Study</i>	18
<i>The TPB Human Services Transportation Coordination Task Force</i>	18
<i>Guiding Principles</i>	19
<i>The Right to Mobility</i>	19
<i>Customer Service Focus</i>	19
<i>Elimination of Service Gaps</i>	19
<i>Maximize Efficiency of Service Delivery</i>	20
<i>Public Input</i>	20
Section 3: Assessment of Needs.....	21
<i>Regional Demographic Profile</i>	21
Section 4: Summary of Existing Services.....	26
Section 5: Strategies for Improved Service and Coordination.....	29
Opportunities for Coordination.....	29
Strategies for Improved Service and Coordination.....	31
Section 6: Priority Projects.....	33
A. Mobility Manager Positions at the Local Government Level.....	33
B. Challenge Grant for Coordinated Planning Efforts.....	34
C. Personal Mobility Counseling Services.....	34
D. Travel Training.....	35
E. Door-through-Door or Escorted Transportation Service.....	36
F. Expanded and On-Going Sensitivity and Customer Service Training for Taxi, Bus & Paratransit Drivers.....	36
G. Shuttle or Taxi service to Bus Stops and Rail Stations.....	37
H. Bus Stop and Sidewalk Improvements.....	37

I.	Deviated Bus or Feeder Service for Targeted Area or Population Groups	38
J.	Pilot Programs that Expand the Use of Taxis for Medical Trips	39
K.	Volunteer Driver Programs	39
L.	Tailored Transportation Service for Clients of Human Service Agencies.....	40
	<i>Funding Types and Match Amounts</i>	<i>40</i>
Section 7:	Framework for Competitive Selection.....	43
	<i>Geographic Eligibility: The Washington DC-VA-MD Urbanized Area.....</i>	<i>44</i>

List of Appendices

- Appendix 1: Members of the TPB Human Service Transportation Coordination Task Force
- Appendix 2: Competitive Selection Criteria
- Appendix 3: Inventory of Specialized Services
- Appendix 4: Regional Demographic Profile of Transportation-Disadvantaged Groups
- Appendix 5: TPB Resolution R1-2015 Approving Key Elements of the Update to the Coordinated Human Service Transportation Plan, July 16, 2014
- Appendix 6: TPB Resolution on the Coordinated Plan, December 19, 2014 (TO BE INSERTED)

List of TABLES

- Table 1: Transportation-Disadvantaged Populations in the Washington Region
- Table 2: Eligible Activities, Funding Types and Possible Sources of Match

List of FIGURES

- Figure 1A: The TPB Planning Area
- Figure 1B: The Washington DC-VA-MD Urbanized Area
- Figure 2: Changes to JARC and New Freedom Programs under MAP-21
- Figure 3: Regional Demographic Profile of Transportation-Disadvantaged Populations in the Washington Region
- Figure 4: The Five Categories of Significant Unmet Transportation Needs
- Figure 5: Specialized Transportation Services
- Figure 6: Flow of Funds for the Enhanced Mobility Program

Executive Summary

The Coordinated Human Service Transportation Plan (“Coordinated Plan”) must be updated to guide funding decisions for the Federal Transit Administration’s (FTA’s) Section 5310 Enhanced Mobility of Seniors and Individuals With Disabilities program (“Enhanced Mobility Program”). The TPB’s first Coordinated Plan was adopted in 2007 and an update was approved in 2009 to guide funding decisions for FTA’s Job Access and Reverse Commute (JARC) and New Freedom programs.

The FTA issued final guidance for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program on June 6, 2014 ([FTA C 9070.1G](#)). This Coordinated Plan was developed with the TPB’s Human Service Transportation Coordination Task Force, Chaired by TPB Member Tim Lovain, to meet the requirements in the FTA Circular. This updated Plan is based on the Coordinated Plan from 2009 which can be found [here](#).

On June 12, 2014 the key elements of the update of the plan were released for a 30-day public comment period that will end July 12. No public comments were submitted. At the July 16 TPB meeting, the National Capital Region Transportation Planning Board (TPB) approved the key elements of the Coordinated Plan in preparation for a grant solicitation for the Enhanced Mobility funds from August 28 to October 24. The major sections of the Coordinated Plan document are the key elements described in this Executive Summary.

Background

The two-year transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21), made significant changes to the JARC and New Freedom programs: it eliminated the JARC program and consolidated the New Freedom and the Section 5310 Elderly and Individuals with Disabilities Program into a new program “Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities”. Federal rules require that funding decisions for the Enhanced Mobility program, as with JARC and New Freedom, must be guided by a Coordinated Human Service Transportation Plan.

The Enhanced Mobility Program

The Section 5310 Enhanced Mobility program combines the former New Freedom program with the old Section 5310, Elderly and Persons with Disabilities program. The goal of the Enhanced Mobility program is to “improve mobility for seniors and individuals with disabilities ... by removing barriers to transportation services and expanding the transportation mobility options available¹”. The annual apportionment for the Washington, DC-VA-MD Urbanized Area of approximately \$2.8 million can be spent throughout the

¹ http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Enhanced_Mobility_of_Seniors_and_Individuals_with_Disabilities.pdf

Urbanized Area (see Figure 1B). In consultation with The Maryland Transit Administration (MTA), the *Virginia* Department of Rail and Public Transportation (DRPT), the District Department of Transportation (DDOT) and *Washington Metropolitan Area Transit Authority* (WMATA), the TPB agreed to serve as the Designated Recipient for this new program. In June of 2013 the Governor of Maryland, the Governor of Virginia and the Mayor of the District of Columbia designated COG, as the TPB's administrative agent, the recipient of the Enhanced Mobility Program for the Washington, DC-VA-MD Urbanized Area.

The FTA final guidance for the Enhanced Mobility program states that projects must be included in the Coordinated Plan, or respond to strategies in the Plan. MAP-21 requires that Enhanced Mobility funds be matched: 50 percent for operating projects and 20 percent for capital and mobility management projects. The combined Enhanced Mobility program incorporates elements from both previous programs, including the mobility management designation, which enables those projects that improve access to multiple transportation options to take advantage of the 20 percent capital match. The TPB funded several mobility management-type projects under the JARC and New Freedom programs.

The Enhanced Mobility program includes a requirement that at least 55 percent of program funds must be used on capital or mobility projects that are "public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate or unavailable," The subrecipients of this 55% category can be non-profit organizations or qualifying State or Local government agencies².

The FTA final guidance includes reporting requirements for subrecipients regarding ridership, asset conditions and vehicle inventories, some of which would have to be reported in the National Transit Database, in addition to significant procurement, Title VI and DBE requirements.

TPB Role in Job Access Reverse Commute (JARC) and New Freedom

Under SAFETEA-LU, COG, as the administrative agent for the TPB, served as the Designated Recipient for JARC and New Freedom for the Washington DC-VA-MD Urbanized Area. The TPB role under SAFETEA-LU with the JARC and New Freedom programs was to 1) establish a Task Force on human service transportation coordination to oversee the development to the Coordinated Plan, 2) solicit project proposals and select projects, and 3) administer and provide oversight for the grants as the designated recipient of JARC and New Freedom funds.

² http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Enhanced_Mobility_of_Seniors_and_Individuals_with_Disabilities.pdf

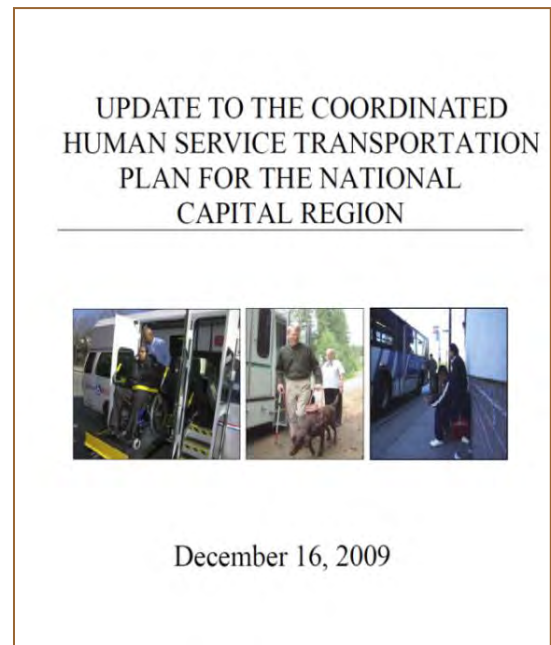
Since 2007, the TPB has facilitated seven project solicitations and selections, and TPB staff has provided grant administration and oversight of 66 JARC and New Freedom which total over \$25 million in Federal and matching funds. Grants include travel training, wheelchair-accessible taxicabs, low-interest car loans to low-income families, shuttles to employment training or sites, taxi vouchers, and door-to-door escorted transportation for older adults and people with disabilities. The types of agencies that received grants include non-profits, local government agencies, private transportation providers and WMATA.

The Human Service Transportation Coordination Task Force

The Human Service Transportation Coordination Task Force (“Task Force”) was created by the TPB in 2007 to oversee the development of the Coordinated Human Service Transportation Plan. Each year between 2007 and 2012 the Task Force established priority projects for the solicitation of JARC and New Freedom grant applications. In addition, the Task Force helps facilitate regional discussions about how to improve coordination and service delivery for people with disabilities, individuals with lower incomes and older adults.

The Task Force membership includes a representative from every TPB member jurisdictions’ transportation agency and human service agency. In addition, non-profit organizations, private transportation providers and consumers with disabilities and older adults are represented on the Task Force. A list of the Task Force’s current membership can be found [here](#).

At Task Force meetings held between October 2013 and May 2014, including two with the Access for All Committee (AFA), members guided the development of the key elements of the Update to the Coordinated Plan and the competitive selection criteria. At the May 15 Task Force meeting, members concurred with these key elements and selection criteria for presentation to the Board.



Key Elements of the Update to the Coordinated Plan

As previously stated, the TPB adopted the first Coordinated Plan in 2007 and approved an update to the Coordinated Plan in December 2009. These Coordinated Plans were used to guide funding decisions for the FTA's JARC and New Freedom programs. The Coordinated Plan must be updated to respond to the requirements of the Enhanced Mobility Program.

Figure E-1: Key Elements of the Coordinated Human Service Transportation Plan



There are five key elements of the Coordinated Plan. As Figure E-1 illustrates, the key elements include 1) an identification of unmet transportation needs of people with disabilities and older adults, 2) an inventory of existing transportation services for these population groups, 3) strategies for improved service and coordination, 4) priority projects for implementation and 5) project selection criteria.

Unmet Transportation Needs

Significant unmet transportation needs for people with disabilities, older adults and those with low-incomes were identified by Task Force and AFA members, and are the foundation for the strategies and priority projects. Five basic themes emerged from the numerous transportation needs identified. The five themes are the need for:

- Coordination of transportation services and programs within and across jurisdictions;
- Customer-focused services and more training for transportation providers;
- improved information and marketing on existing services;
- improvements and connections to existing services; and
- The need for additional options and more funding.

Inventory of Existing Services

An inventory of existing transportation services for people with disabilities and older adults is another key element for the Update of the Coordinated Plan and is provided in Appendix X. A listing of specialized services by jurisdiction has been developed with information from the Reach-a-Ride database. [Reach a Ride](#) provides tailored information on the variety of specialized transportation options available in D.C., Suburban Maryland and Northern Virginia. The inventory is provided in Appendix 3.

Strategies for Improved Service and Coordination

Federal guidance states that all projects funded under the Enhanced Mobility program must either be included in the Coordinated Plan, or respond to one of the strategies identified in the Plan. Four broadly defined strategies have been developed so that a wide range of project types could be implemented to improve transportation for people with disabilities and older adults:

- Coordinate transportation services and programs;
- Provide customer-focused services, improve marketing and training;
- Improve the accessibility and reliability of existing services; and
- Develop and implement additional transportation options.

Priority Projects

The priority projects identified below were developed to respond to the unmet transportation needs. The purpose of the priority projects is to signal to potential applicants the kinds of projects that are most needed in the region. Implementation is dependent on a project sponsor that is able and willing to carry out the project and provide the appropriate match funding. Agencies may also apply for other project types not listed as priority projects. It is important to note that applications for priority projects are not weighted more heavily than other project ideas; they are subject to the same competitive selection criteria and scoring mechanisms.

- A. Mobility Manager Positions at the Local Government Level
- B. Challenge Grant for Coordinated Planning Efforts
- C. Personal Mobility Counseling Services (Mobility Management at the Individual Level)
- D. Travel Training
- E. Door-through-Door or Escorted Transportation Service
- F. Expanded and On-Going Sensitivity and Customer Service Training for Taxi, Bus and Paratransit Drivers
- G. Shuttle or Taxi service to Bus Stops and Rail Stations

- H. Bus Stop and Sidewalk Improvements
- I. Deviated Bus or Feeder Service for Targeted Areas or Population Groups
- J. Pilot Programs that Expand the Use of Taxis for Medical Trips
- K. Volunteer Driver Programs
- L. Tailored Transportation Service for Clients of Human Service Agencies

Competitive Selection Criteria

The competitive selection process will be much like it was under the JARC and New Freedom programs. The selection committee will be chaired by the Task Force chair, and will include members from local human service and transit agencies, as well from national organizations with expertise in transportation for people with disabilities. Members will review and score the applications based on the selection criteria, and will make a set of funding recommendations to the TPB. The TPB will be asked to approve the recommendations based on the selection committee's deliberations.

The selection criteria have been reevaluated based on the TPB's experience in awarding and administering grants under the JARC and New Freedom programs. The selection criteria have remained substantially the same, with small changes being made to emphasize the importance of project feasibility and an agency's institutional capacity to manage an FTA grant. The following selection criteria include a maximum of 100 total points:

- Responsiveness to strategies in the Coordinated Plan (20 points)
- Demonstrates Coordination Among Agencies (25 points)
- Institutional Capacity to Manage and Administer an FTA grant (20 points)
- Project Feasibility (15 points)
- Serves a Regional Need (10 points)
- Customer Focus and Involvement (10 points)

Section 1: Introduction

Approximately five million people choose to live, work, learn and play in the Washington, DC region. Efficient transportation plays a major role in supporting travel to and from the many activities that make the region the vibrant and dynamic area that it is. Facilitating the movement of residents and visitors requires a complex transportation infrastructure of various modes supported by a substantial network of public and private providers. This transportation system must serve equally the needs of all who rely on it. Some transportation-disadvantaged groups such as persons with disabilities and older adults with limited incomes or mobility impairments have specialized needs that necessitate focused planning and coordination efforts.

What Is Coordination?

Coordination is a difficult term to define, and means different things to different people. Within the context of human service transportation, the term refers to agencies, jurisdictions and non-profit organizations working together to maximize transportation services for people with disabilities, low-income populations and older adults and to eliminate service gaps. Various state and federal funding streams have different administrative and eligibility requirements, which complicate the coordination of public and human service transportation. The National Resource Center for Human Service Transportation Coordination offers this definition:

Coordination is the efficient and effective use of transportation resources for getting people to important destinations, such as jobs and medical appointments.

Coordination means working with transit providers, human service agencies, private institutions, businesses, volunteers and political leaders to broaden transportation options.

Coordination is a local phenomenon, aided and supported by state and federal policies, funding, programs and other resources.³

³ From <http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=8&z=37>.

Purpose of the Coordinated Plan

The purpose of this Coordinated Human Service Transportation Plan for the National Capital Region is to identify strategies and projects that help meet the transportation needs of people with disabilities, older adults and those with low-incomes funding decisions for the Section 5310, Enhanced Mobility Program administered by the Federal Transit Administration.

In addition, the Coordinated Plan is also intended to broaden the dialogue and support further collaboration between human service agencies and transportation providers to better serve persons with disabilities and older adults.

The Coordinated Plan covers the jurisdictions of the multi-state region that is the National Capital Region Transportation Planning Board's (TPB's) planning area. Figure 1A shows a map of the TPB planning area and Figure 2B shows the Washington DC-VA-MD Urbanized Area. The TPB also serves as the designated recipient for Enhanced Mobility program for the Washington DC-VA-MD Urbanized Area.

What is the TPB?

As the metropolitan planning organization for the Washington, DC-VA-MD Urbanized Area, and the Designated Recipient of the Enhanced Mobility Program, the Transportation Planning Board (TPB) has the privilege of preparing this Coordinated Human Services Transportation Plan. The TPB is the federally designated Metropolitan Planning Organization (MPO) for the region, and plays an important role as the regional forum for transportation planning. The TPB prepares plans and programs that the federal government must approve in order for federal-aid transportation funds to flow to the Washington region.

Members of the TPB include representatives of local governments; state transportation agencies; the Maryland and Virginia General Assemblies; the Washington Metropolitan Area Transit Authority; and non-voting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB has an extensive public involvement process, and

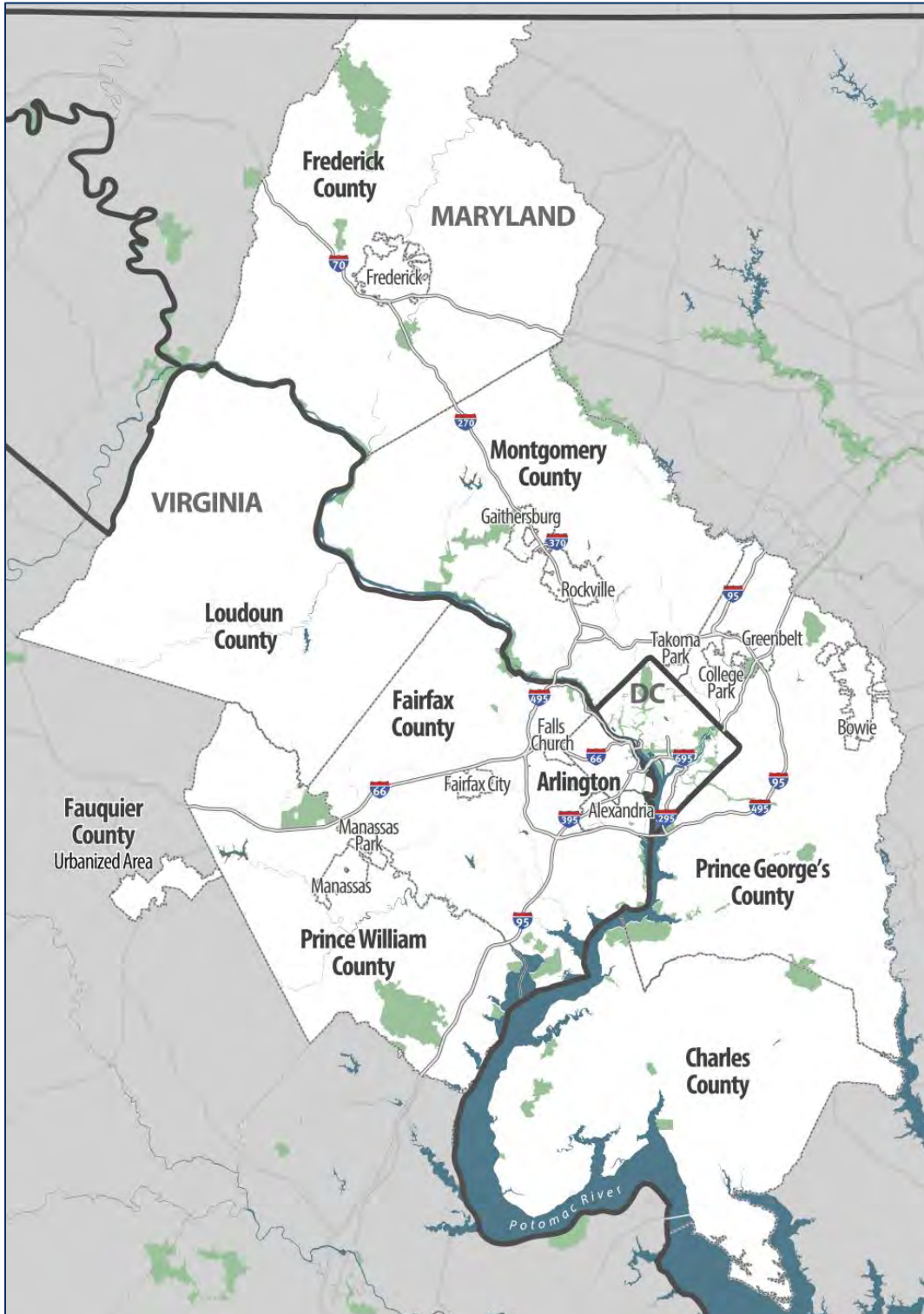
For more information on the National Capital Region Transportation Planning Board, including a list of TPB members, visit www.mwcog.org/transportation. The TPB planning area is shown in Figure 1A.

TPB Role in JARC and New Freedom

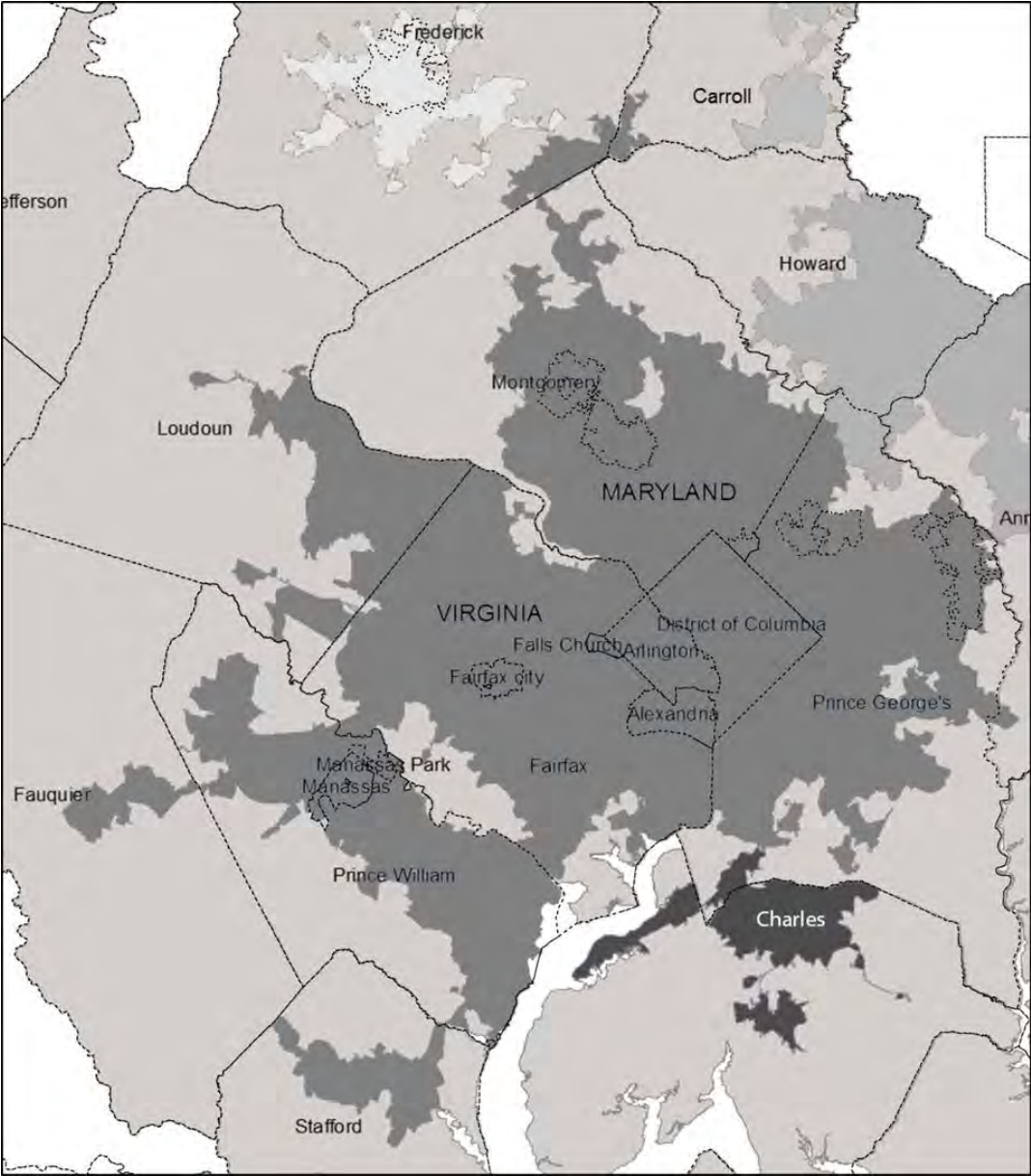
Under SAFETEA-LU, the Metropolitan Washington Council of Governments (COG), as the administrative agent for the TPB, served as the Designated Recipient for JARC and New Freedom for the Washington, DC-VA-MD Urbanized Area. The TPB roles under SAFETEA-LU with the JARC and New Freedom programs were 1) establish a Task Force on human service transportation coordination to oversee the development of the coordinated plan; 2) solicit project proposals and select projects; and 3) administer and provide oversight for the grants as the Designated Recipient of JARC and New Freedom funds.

Since 2007, the TPB has facilitated seven project solicitations and selections, and TPB staff has provided grant administration and oversight of 66 JARC and New Freedom grants, which total over \$25 million in Federal and matching funds. Grants include travel training, wheelchair accessible taxicabs, low-interest car loans to low-income families, shuttles to employment training or sites, taxi vouchers, and door-through-door escorted transportation for older adults and people with disabilities. The types of agencies that received grants include non-profits, local government agencies, private transportation providers, and WMATA. COG will continue to administer and oversee the approximately 50 JARC and New Freedom grants that are still active.

Figure 1A: The TPB Planning Area



**Figure 1B: The Washington DC-VA-MD Urbanized Area,
As Defined by the 2010 Census**



- 2010 Census Urbanized Area**
- Washington, DC--VA--MD Urbanized Area
 - Frederick, MD Urbanized Area
 - Waldorf, MD Urbanized Area
 - Baltimore, MD Urbanized Area

MAP-21

Moving Ahead for Progress in the 21st Century (MAP-21) is the reauthorization of federal transportation legislation enacted in July 2012. MAP-21 continues the mandate of pursuing coordination of funding and services for human service transportation, which now is delivered through one program, the Enhanced Mobility Program (“new Section 5310”). The new Section 5310 program combines the old New Freedom Program with the old Elderly and Persons with Disabilities (5310) program. The goal of the Section 5310 program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation options available.

The new Section 5310 program requires a local match – 80/20 for capital projects and 50/50 for operating projects. Non-DOT federal funds can be used for the match, so long as the federal share of the project does not exceed 95% of the total project cost. Under MAP-21, federal funds for Section 5310 were included for federal fiscal years 2012 through 2014.

Section 5310 “Enhanced Mobility” at a Glance

The combined Enhanced Mobility program incorporates elements from both of those programs as they authorized under SAFETEA-LU. The Enhanced Mobility program carries forward the mobility management category that enables those projects that improve access to multiple transportation options to take advantage of the 80/20 capital match.

Recognizing the importance of the Section 5310 funding to small agencies, the Enhanced Mobility program includes a minimum requirement on vehicle purchases. This is more fully described in “Traditional 5310 Project Requirements” below.

Operating assistance is available under Enhanced Mobility and requires a 50/50 match as was required under the New Freedom program. Another provision carried over from the New Freedom program is that other federal, non-DOT sources of funds may be used as match. Enhanced Mobility provides for designated recipients to carry out a competitive selection process to award subgrants, and those subgrants must be included in a locally developed, coordinated human service transportation plan.

TPB Role in Enhanced Mobility

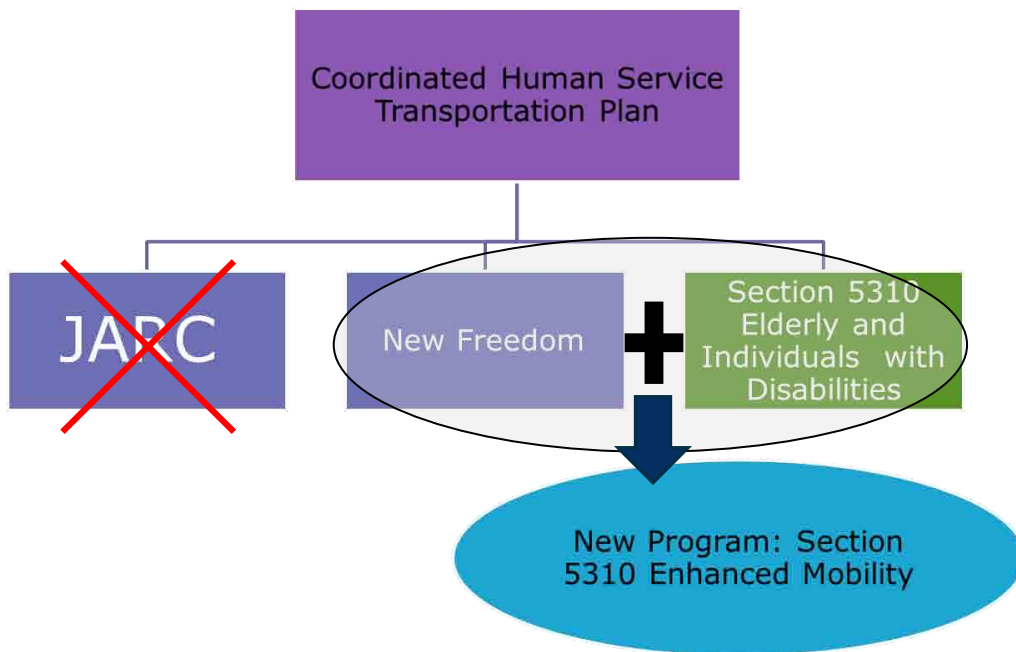
As the Designated Recipient for Enhanced Mobility, TPB is responsible for the competitive selection of projects and for certifying that all projects selected for funding are included in a “locally-developed, coordinated public transit human service transportation plan that includes participation by seniors, individuals with disabilities; representatives of public, private and nonprofit transportation and human service providers, and other members of

the public.”⁴ TPB has gathered and synthesized significant public input in developing the Coordinated Plan, which is described more fully in “Public Input” under Section 2 below.

Changes to JARC and New Freedom

The two-year transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21), made significant changes to the JARC and New Freedom programs: it eliminated the JARC program and consolidated the New Freedom program and the Section 5310 Elderly and Individuals with Disabilities program into a new program “Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities.” These changes are illustrated in Figure 2 below. Federal rules require that funding decisions for the Enhanced Mobility program, as with JARC and New Freedom, must be guided by a Coordinated Human Service Transportation Plan.

Figure 2: Changes to the JARC and New Freedom Programs under MAP-21



⁴ http://www.fta.dot.gov/documents/C9070_1G_FINAL_circular_-3.pdf

Eligible Applicants

Eligible applicants under MAP-21 include state and local government agencies, private nonprofit organizations, and operators of public transportation. Private taxi providers are eligible but shared-ride services must be allowed in the jurisdiction in which they operate.

Traditional 5310 Project Requirements

Under SAFETEA-LU, the Section 5310 Elderly and Persons with Disabilities program provided capital funds for the purchase of vehicles and other equipment. The Enhanced Mobility program carries this over as a requirement that **at least** 55 percent of program funds must be used on capital or mobility management projects for non-profits or qualifying state or local governments. A state or local government entity is eligible for the 55% category if the entity is either certified by a state agency as a coordination agency or if no other non-profit agency is available to implement the project.. These capital or mobility management funds in the 55% category must be used for “public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate or unavailable.”⁵ The remaining 45 percent of program funds may be used for operating projects or other projects eligible under the former New Freedom program.

⁵ http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Enhanced_Mobility_of_Seniors_and_Individuals_with_Disabilities.pdf

Performance Measures Reporting Requirements

MAP-21 includes requirements for new performance measures reporting. Proposed performance measures include:

1. modifications to the geographic coverage of transportation service, the quality of transportation service or service times that increase the availability of transportation services for seniors and individuals with disabilities;
2. ridership; and
3. accessibility improvements.

Additionally, MAP-21 includes a provision that all grant recipients (including Section 5310 Enhanced Mobility recipients) report on asset inventory or condition assessment to the National Transit Database (NTD). These measures are subject to change pending FTA's final guidance, which has not been released as of the development of this Coordinated Plan. Agencies applying for and receiving Enhanced Mobility grants will be responsible for collecting the required performance measures data and reporting it to TPB in a format and timeframe to be prescribed by FTA. TPB staff will provide technical assistance to Enhanced Mobility grant recipients to ensure compliance with the performance measures reporting requirements.

Section 2: Plan Development

The Coordinated Human Service Transportation Plan (“Coordinated Plan”) must be updated to guide funding decisions for the Federal Transit Administration’s (FTA’s) Section 5310 Enhanced Mobility of Seniors and Individuals With Disabilities program. The TPB’s first Coordinated Plan was adopted in 2007 and an update was approved in 2009 to guide funding decisions for FTA’s Job Access and Reverse Commute (JARC) and New Freedom programs.

This Coordinated Plan builds upon the 2007 and 2009 updates to the Plan. The Human Service Transportation Coordination Task Force (“Task Force”) was created by the TPB in 2007 to oversee the development of the first Coordinated Human Service Transportation Plan. The Task Force guided this plan update as well. At Task Force meetings held between October 2013 and May 2014, including two with the Access for All Committee (AFA), members guided the development of the key elements of the update the Coordinated Plan and the competitive selection criteria. At the May 15 Task Force meeting, members concurred with these key elements and selection criteria for presentation to the Board.

There are five key elements of the Coordinated Plan: 1) an identification of unmet transportation needs of people with disabilities and older adults, 2) an inventory of existing transportation services for these population groups, 3) strategies for improved service and coordination, 4) priority projects for implementation and 5) project selection criteria.

On June 12, 2014 the key elements of the update of the plan were released for a 30-day public comment period that will end July 12. No public comments were submitted. At the July 16 TPB meeting, the National Capital Region Transportation Planning Board (TPB) approved the key elements of the Coordinated Plan in preparation for a grant solicitation for the Enhanced Mobility funds from August 28 to October 24.

UPDATE TO THE COORDINATED
HUMAN SERVICE TRANSPORTATION
PLAN FOR THE NATIONAL
CAPITAL REGION



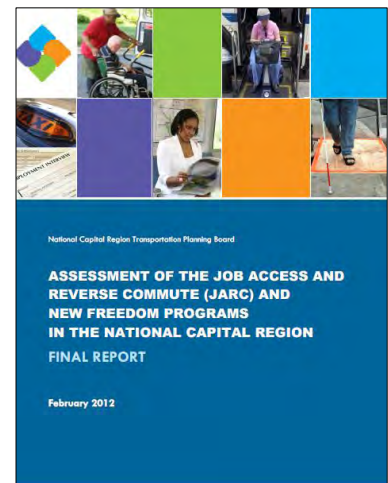
December 16, 2009

Previous TPB Studies and Reports

The 2007 Coordinated Plan was developed within the context of several TPB studies and reports, including the TPB's JARC Plan (January 2004), and three reports from TPB's Access for All Advisory Committee⁶. The *Improving Demand Responsive Services for People with Disabilities* report from February 2006 identified existing specialized transportation services, gaps and shortcomings in those services, and recommendations for transit improvements and coordination opportunities in the region. More recent studies and reports, including the 2008 Metro Access Independent Review, the 2011 JARC and New Freedom Program Assessment, and the 2012 Human Service Transportation Coordination Study, have shed additional light on transportation challenges that remain and have helped to frame the key components of this Coordinated Plan.

JARC and New Freedom Assessment

In an effort to evaluate their impacts, in 2011 the TPB hired Nelson Nygaard to conduct a systematic review of 35 JARC and New Freedom projects funded between 2007 and 2010. The purpose of the assessment was to determine the effectiveness of the funded projects in meeting the transportation needs of low-income workers and people with disabilities. The assessment also reviewed the project solicitation and selection processes as well as TPB's grant administration process. As part of its data collection, the consultant interviewed a majority of the grant recipients and summarized key findings and common themes from among those interviews. The consultant conducted a peer review of other agencies that administer JARC and New Freedom programs and also conducted focus groups with consumers who received services through the grant funded projects to learn about any direct impacts on their mobility as a result of the services.

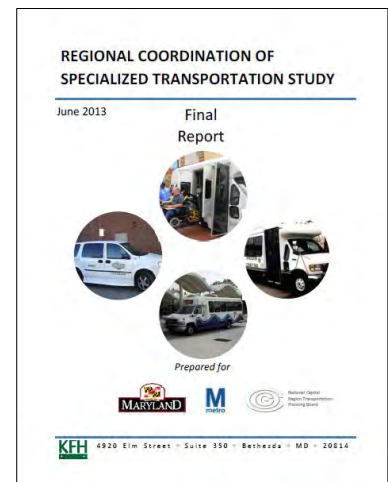


Nelson Nygaard synthesized all of the collected data in its report and prepared a set of recommendations for future project solicitations and for grant administration. Several of these recommendations were implemented for the remaining JARC and New Freedom project solicitations, and are incorporated into the TPB's policies for administering the Enhanced Mobility program. A copy of the full Assessment report is available [here](#).

⁶ The Access for All (AFA) Advisory Committee advises the TPB on transportation issues, programs, policies, and services that are important to low-income communities, minority communities and people with disabilities. The mission of this committee is to identify concerns of low-income and minority populations and persons with disabilities, and to determine whether and how these issues might be addressed within the TPB process. Membership includes community leaders from transportation-disadvantaged groups from around the region. More info at: www.mwcog.org/transportation/committee/afa

Regional Coordination of Specialized Transportation Study

In 2012, TPB partnered with WMATA and Maryland Department of Transportation to conduct a study that would examine viable models for alternative methods of specialized transportation service delivery. The study area included the portions of suburban Maryland contained within the WMATA compact; approximately 60 percent of Metro Access trips are suburban Maryland trips. The study included a review of specialized transportation services and funding streams of those services; an examination of existing human service transportation coordination and alternative models for service delivery and an evaluation of their applicability for the study area; and development of an action plan to be piloted by a human service agency within Maryland.



The study recommended a model to be piloted that would use resources more effectively while providing better service; this recommendation was for a coordination umbrella model that serves as a management structure for a separate pilot project underway at the time of the study (described in the study) as well as additional alternative models that can be piloted with human service agencies. The study also recommended a timeline for including other project types that could be piloted, and notes that the availability of grant funds from the state of Maryland is essential to the model's sustainability. The full report is available [here](#).

The TPB Human Services Transportation Coordination Task Force

In July 2006, the TPB formed the Task Force to oversee the development of the Coordinated Plan and to steer coordination efforts in the region. In September 2006, the TPB approved the membership for a Task Force. TPB member and Alexandria Councilmember Tim Lovain chairs the Task Force, and its membership is comprised of public transit agencies, state departments of transportation, private and nonprofit transportation providers, human service agencies, and users of specialized transit services from jurisdictions across the region. A complete list of Task Force members is included in Appendix 1.

Guiding Principles

MAP-21 continues the need for regional coordination of human service transportation. As the metropolitan planning organization and the designated recipient of Enhanced Mobility funds, the TPB has a unique opportunity to develop a plan that addresses the unmet needs of people with disabilities and older adults to support their independence and mobility. With that in mind, the TPB has established Guiding Principles for its Coordinated Human Service Transportation Plan. These principles build upon each other, and are reflected throughout this Coordinated Plan in the strategies and priorities described here.

The Right to Mobility

People with specialized transportation needs have a right to mobility⁷. Individuals with limited incomes and people with disabilities rely heavily, sometimes exclusively, on public and specialized transportation services to live independent and fulfilling lives. These services are essential for travel to work and medical appointments, to run essential errands, or simply to take advantage of social or cultural opportunities.

The costs of providing human service transportation are indeed rising. However, cost containment should not be achieved at the expense of service delivery. Fortunately, coordination of human service transportation offers the potential to improve service delivery by reducing duplication, making use of available capacity elsewhere in the system, and achieving economies of scale in providing these services.

Customer Service Focus

In providing public transportation, the transportation needs of the customer should always be kept at the forefront. The abilities of individual riders vary in different aspects of the transportation experience, from accessing program information, to trip scheduling, to route navigation. Policies and procedures should be clear and flexible enough to allow for different abilities, and to provide support as needed. The goal of every transportation provider should be to facilitate a safe, courteous and timely trip every time.

Elimination of Service Gaps

While there are many providers serving a numerous and diverse clientele, significant gaps exist in human service transportation, which limits the mobility of the individuals who rely on it. Across the region, users of specialized transportation programs live and work in different areas and have different travel patterns. To the maximum extent feasible, gaps in

⁷ Right to mobility is defined as getting from the door of where you are through the door of where you need to go.

human service transportation services should be eliminated to ensure individuals have a viable transportation option when they need it.

Maximize Efficiency of Service Delivery

Accessible vehicles are expensive to acquire and maintain. Maximizing the efficiency of human service transportation vehicles helps to reduce program costs by generating additional user revenue while also helping to eliminate gaps in service, without the need for additional capital purchases. Transportation providers should collaborate to provide services where extra capacity exists. The TPB Coordinated Plan will help to identify opportunities for collaboration, as well as providing the space for resolving any issues related to cross-jurisdictional service delivery.

Public Input

In developing this Coordinated Plan, public input was sought from a number of different groups. The Task Force membership is comprised of a representative from every TPB member jurisdiction's transportation agency and human service agency. Non-profit organizations, private transportation providers and consumers with disabilities and older adults are also represented on the Task Force. The key components of the Coordinated Plan, such as significant unmet transportation needs, were identified by the Task Force as well as the Access for All Advisory Committee. The Task Force met five times between October 2013 and May 2014 to provide guidance on the update to the Plan. The Access for All Committee also participated in October 2013 and April 2014 to provide input. The Coordinated Plan was released for a 30-day public comment period to obtain feedback from the general public (June – July 2014); no comments were received on the plan.

In developing the 2007 Coordinated Plan, TPB conducted two professionally-facilitated focus groups to hear from individuals with disabilities what their biggest transportation challenges are. The transportation challenges identified through these focus groups remain relevant and are incorporated into the unmet needs identified in the Coordinated Plan.

Section 3: Assessment of Needs

Regional Demographic Profile

This profile illustrates how select transportation-disadvantaged population groups are represented throughout the region in order to provide a backdrop for understanding the transportation needs that the Coordinated Plan attempts to address. Appendix 4 provides more information and maps of these population groups.

Table 1 presents demographic data from the American Community Survey (ACS) 5-year Averages for the years 2008-2012 for transportation-disadvantaged population groups living in the Metropolitan Washington region. Over 394,000 people, or about 8% of residents, live below the poverty line, and 645,800 individuals, 13% of residents, are classified as low income, which is defined as making less than 1.5 times the official poverty rate. Approximately 375,000 individuals – 7.5% of the population – have a physical, sensory, or cognitive disability, and over 510,000 people in region – 10% of the population – are over 65 years old. Individuals with limited English abilities make up 10.7% of the region’s population, and the majority of these individuals are members of the Hispanic/Latino community.

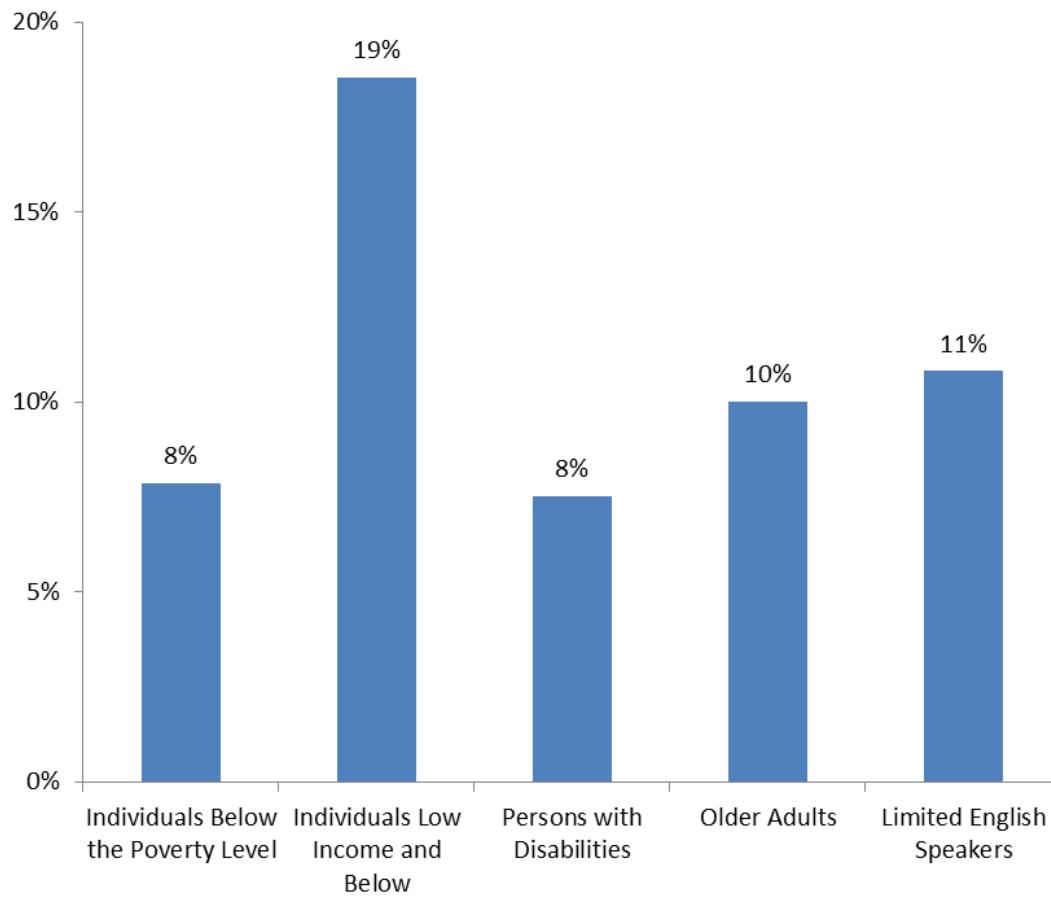
Table 1 – Transportation-Disadvantaged Populations in the Washington Region

<i>Population Group</i>	<i>Washington Region</i>	<i>Percent of Region (1)</i>
Below the Poverty Level (2)	399,698	8%
Low Income or Below (3)	944,778	19%
Persons with Disabilities (4)	384,091	8%
Older Adults (65 and Over)	519,871	10%
Limited English Speakers (5)	522,761	11%
Total Population	5,187,252	

Source: 2008-2012 U.S. Census American Community Survey; The geographic area is the TPB Planning Area plus small portions of Stafford County, VA, Anne Arundel County, MD, and Carroll County, MD.

- (1) Due to each groups' unique sampling "Percent of Region" will not compute with Total Population.
- (2) Official poverty level depends on family size. For a family of four the poverty level is an annual income of \$22,000.
- (3) "Low-income" is commonly defined as income between 100 to 199 percent of the poverty level. For a family of four an annual income of \$44,000 or below is considered low income.
- (4) Includes individuals with a physical, sensory, and/or cognitive disability.
- (5) Limited English Proficiency includes individuals who speak English less than "very well."

Figure 3 – Regional Demographic Profile of Transportation-Disadvantaged Populations in the Washington Region



Source: 2008-2012 U.S. Census American Community Survey;. The geographic area is the TPB Planning Area plus small portions of Stafford County, VA, Anne Arundel County, MD, and Carroll County, MD.

Unmet Transportation Needs

The Task Force has developed a list of significant unmet transportation needs of older adults and people with disabilities; this list guided the development of the Strategies for Improved Service and Coordination, which are included as part of Section 5 below. The strategies are a critical element in the project selection process to ensure that MAP-21 funds are being expended to address unmet needs in the region.

Figure 4 – The Five Categories of Significant Unmet Transportation Needs

<p>Need for Coordination</p>	<ul style="list-style-type: none"> ▪ Coordination of transportation services and programs to facilitate better service, communication and affordability across jurisdictions <ul style="list-style-type: none"> ○ Local and State Interagency coordination (including Medicaid) ○ Nonprofit agency coordination ○ Private transportation Provider Involvement ▪ Centralized coordination or mobility managers at the state, regional and local levels to provide improved information on and arrange rides and services ▪ Improved decision making and coordination on transportation, housing, education and land use policies; currently transportation decisions and services are too fragmented ▪ Planning for the needed infrastructure to support the expected growth in the older adult population with a focus on those who will have low-incomes
<p>Need for Customer-Focused Services and Improved Training</p>	<ul style="list-style-type: none"> ▪ New approaches for training of transportation managers, agency staff and others who have direct contact with customers to improve communication, interactions and understanding of user’s needs and concerns ▪ Training customers on the use of available options, including but not limited to fixed-route services ▪ Affordable and tailored transportation services for low-income individuals with physical and developmental disabilities and older adults ▪ Policy changes that adapt to changing travel needs of transportation-disadvantaged populations, and better enforcement or existing rules

<p>Need for Information and Marketing</p>	<ul style="list-style-type: none"> ▪ Improved user-friendly information and marketing about existing specialized services and fixed-route, including but not limited to accessibility for people with visual impairments and non-native English speakers in publications and electronic media ▪ Targeting information on available options, in a variety of formats (commercials, mailers, PSAs), to populations groups that could benefit
<p>Need for Improvements and Connections to Existing Services</p>	<ul style="list-style-type: none"> ▪ Improved frequency, availability and accessibility of services ▪ Need for transportation services and programs that cross Jurisdictional Boundaries ▪ Reliability of services for more timely access to jobs, programs, medical appointments. ▪ Connections to existing services , such as shuttles or taxis to transit stations, for first mile/last mile and in outer areas where services have been cut ▪ Accessibility enhancements for pedestrians for better navigation of physical infrastructure; better methods for reporting needed improvements
<p>Need for Additional Options and More Funding</p>	<ul style="list-style-type: none"> ▪ Same-day service, especially for urgent appointments; use of accessible taxis for paratransit same day service ▪ More flexible options not based on location, time, or proximity to transit ▪ Affordable options for those with low or fixed incomes ▪ Expansion of paratransit options outside of ¾ mile of fixed-route service that go beyond current service hours and consider the outer jurisdictions ▪ Affordable assisted transportation (both door-through-door and escorted) ▪ More funding to accommodate the diversity of options needed to meet the needs of the region

Section 4: Summary of Existing Services

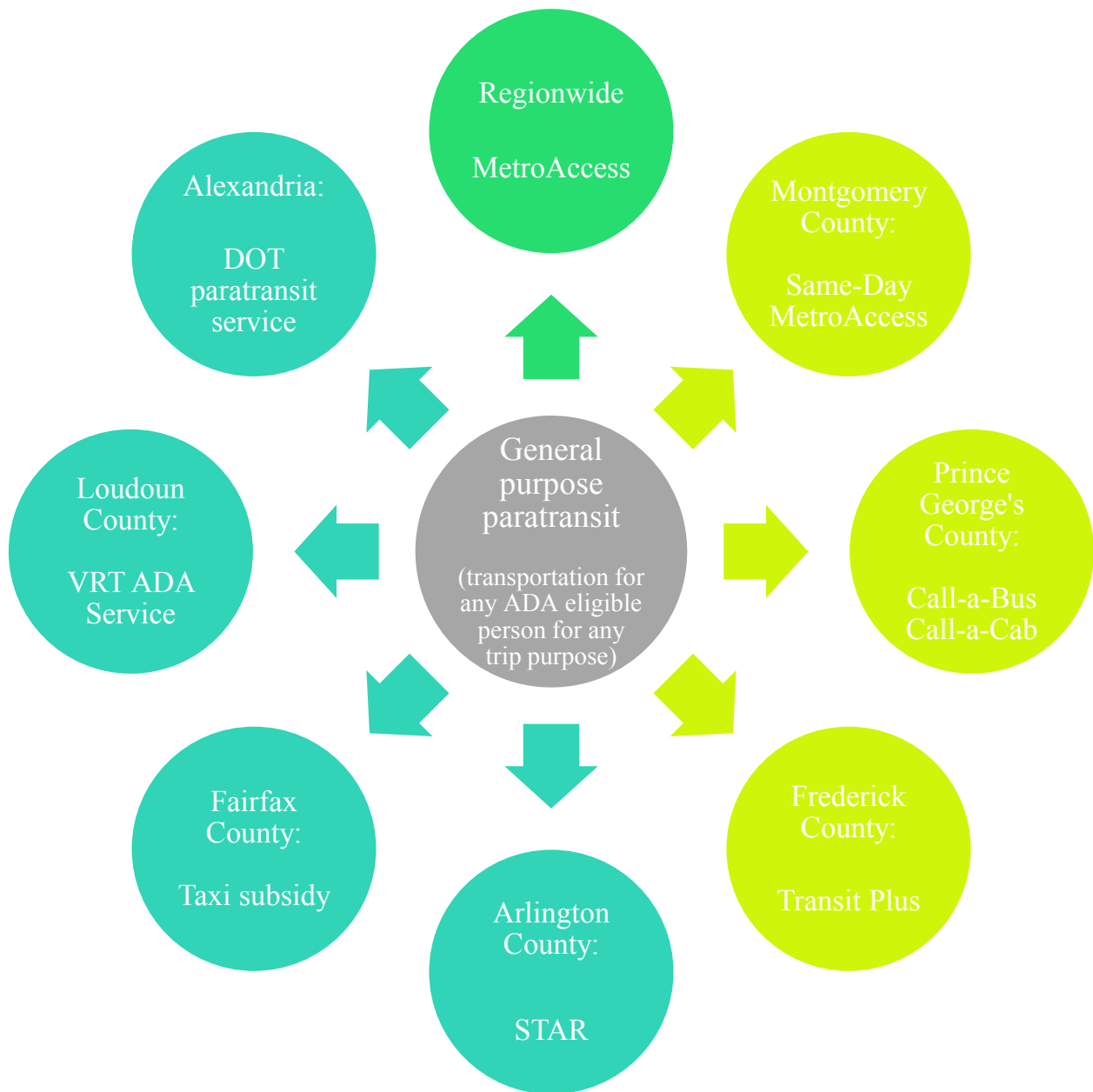
Many general purpose and specialized transportation services are already providing needed transportation for persons with disabilities and older adults throughout the region. The Task Force has identified major providers of transportation services across all jurisdictions in the region for persons with disabilities and older adults; a complete inventory is listed in Appendix 5. Services include all-purpose specialized transportation services, Medicaid transportation, limited scope specialized services and fixed-route transit services. The updated inventory of services is provided by Reach-a-Ride, the electronic transportation information clearinghouse that was originally developed with a 2009 Job Access Reverse Commute (JARC) grant, and which has been helping commuters research and evaluate specialized transportation options for their own individual needs since 2010.⁸

Figure 5 depicts the general purpose specialized transportation services in the region. General purpose paratransit is transportation provided for any ADA-eligible person for any trip purpose – medical, shopping or otherwise. The most prevalent of these is WMATA’s MetroAccess, its shared-ride, door-to-door service. Montgomery County operates Same-Day MetroAccess service, and in Prince George’s County, residents can choose from among the county-wide Call-a-Bus and Call-a-Cab programs and similar services at the local level. Arlington County provides Specialized Transit for Arlington Residents (STAR) and Alexandria’s program is called DOT Paratransit. Fairfax County offers taxi subsidies to ADA-eligible individuals. The District of Columbia and Prince William County have no general purpose paratransit service.

Complementing the general purpose specialized transportation services is a network of private and nonprofit providers that provide additional transportation options. These providers include taxi companies, human service agencies, nonprofit organizations and educational and healthcare institutions. A 2008 New Freedom grant addressed a critical unmet need and provided 20 wheelchair-accessible vehicles to two taxi companies in the District of Columbia to provide the nation’s capital with reliable accessible taxi service. The vehicles have been in operation since 2010, and both participating taxi companies are in the process of expanding their fleet.

⁸ Reach-A-Ride can be accessed at <http://www.reacharide.org/>.

Figure 5 – Specialized Transportation Services



***The District of Columbia and Prince William County have no general-purpose paratransit service.**

Complementing the general-purpose paratransit services are other services more limited in scope or purpose. Of these, the biggest one in terms of budget is Medicaid transportation, which is provided in all three states to all Medicaid eligible individuals for medical trips.

Fixed-route systems throughout the region offer additional options for accessible transportation. These include: WMATA's Metrobus and Metrorail; Arlington ART; Fairfax County Connector; DC's Circulator; Alexandria DASH; Prince George's County The Bus;

Montgomery County RideOn; TransIT in Frederick County; City of Fairfax CUE; Omni Link and Omni Ride service in Prince William County; Virginia Regional Transit and Loudoun County Transit in Loudoun County; and GEORGE in Falls Church.

Section 5: Strategies for Improved Service and Coordination

Barriers to Coordination

Many agencies involved in providing transportation services will agree that there are tangible benefits to be realized through coordination of services. However, barriers both real and perceived exist that constrain the ability of providers and other agencies to coordinate services and realize benefits both for themselves and their clients.

Common barriers to coordination include lack of resources, different training requirements or vehicle specifications, and funding requirements. Some, like the sharing of information across jurisdictions, are more easily addressed through the structure of regular meetings among agencies and providers.

Other barriers present greater challenges. Issues like insurance and liability are more complex challenges that require ongoing efforts and dialogue with numerous agencies, providers, nonprofits and insurers. Another significant barrier to coordination is the multitude of government programs and funding requirements. Over the past 30 years, federal, state and local governments have implemented various programs aimed at improving coordination of publicly funded transportation services for transportation disadvantaged populations, including people with disabilities, Medicaid recipients, and other human service agency clients. Unfortunately, barriers to coordination still exist, and many stem from the administrative and eligibility requirements imposed by the Federal and State governments.

In fact, areas that have had the most success in coordination occur when the state has mandated coordination and provided institutional support to make the coordination happen. Given that this region includes two states and the District of Columbia, each with its own set of transportation programs and accompanying rules, coordination between the three separate states is challenging.

Opportunities for Coordination

The Task Force can play a role in facilitating discussions about coordination opportunities; however, local jurisdictions should explore opportunities for collaboration. In 2009 the Prince William County Area Agency on Aging convened county citizens, nonprofit agencies and transportation providers to develop a county-wide mobility management plan that identified existing transportation services as well as gaps in services that could be filled strategically. An example of one of the outcomes from the mobility management plan was a county-wide voucher program that would enable transportation disadvantaged residents to make trips that were not available by public transportation.

The region experienced success under the JARC and New Freedom programs in exploring opportunities for coordination, by funding and successfully implementing projects such as Reach-a-Ride, the regional information clearinghouse of transportation options, and rollDC, an accessible taxi program in the District of Columbia. These types of collaborative projects can be time and labor intensive, but can offer important transportation information and services to individuals needing them.

Strategies for Improved Service and Coordination

The Task Force developed the set of strategies and related actions intended to address unmet needs and fill remaining gaps in human service transportation. Proposals submitted for funding must be responsive to at least one of the following four strategies. Some projects may have a greater overall impact on unmet needs, and accordingly are a greater priority for funding.

The strategies have been developed to reflect the unique transportation needs facing both older adults and people with disabilities; to reflect the importance of changes in demographics and in travel patterns; and to reflect the ongoing need for additional transportation options.

Strategies for Improved Coordination and Services

I. Coordinate Transportation Services And Programs

- Improved service and agency communication across jurisdictions at the local and state levels on transportation (public , non-profit, private and Medicaid)
- Coordination should improve services for customers and reduce cost to agencies
- Improve Local and State Interagency coordination with planning efforts and mobility managers
- Improve Nonprofit agency coordination
- Involve Private transportation Providers
- Provide customer services that plan for the whole trip, and not simply the ride, i.e., individuals often need information about various transportation options, and assistance in researching those options and planning and preparing for the trip

II. Provide Customer-Focused Services, Improve Marketing and Training

- Train transportation managers, agency staff and others who have direct contact with customers to improve communication, interactions and understanding of user's needs and concerns
- Train customers on the use of available options, including but not limited to fixed-route services
- Provide tailored transportation services for low-income individuals with physical and developmental disabilities and older adults
- Market and advertise existing services; target and customize information to people who need them most, such as people who utilize public housing, senior centers, adult day care and dialysis facilities.
- Improve information on existing services and provide in appropriate formats (including electronic media) to customers, caregivers, social service and nonprofit agencies -- both public and specialized -- that are available to people with disabilities and that can most effectively meet their transportation needs.

III. Improve the Accessibility and Reliability Existing Services

- Provide alternatives to traditional fixed-route transit and paratransit with an emphasis on shared rides and privately-provided services
- Improved connections to existing services, including first mile/last mile connections, such as improved infrastructure, deviated route services, shuttles, or taxis to transit stations. These connections are critical in areas where services have been cut.
- Improve pathways and physical infrastructure at bus and rail stations
- Provide better methods for reporting needed bus stop and sidewalk improvements

IV. Develop And Implement Additional Transportation Options

- Improve the frequency, availability and accessibility of specialized services (both capital and operating improvements).
- Provide services or programs that cross jurisdictional boundaries travel, as well as services that can effectively accommodate individual trip requirements.
- Additional funding should be identified and secured to support and sustain these programs.

Section 6: Priority Projects

The purpose of the priority projects is to signal to potential applicants the kinds of projects that are most needed in the region. Agencies may also apply for other project types not listed as priority projects. It is important to note that applications for priority projects are not weighted more heavily than other project ideas; they are subject to the same competitive selection criteria and scoring mechanisms.

A. Mobility Manager Positions at the Local Government Level

(Mobility Management at the Systems Level)

What it is: A full or part-time staff position within a local county government, such as a County's transportation or human service agency, that serves in a number of capacities - policy coordinator, operational broker - to help human service agencies and consumers identify the best services for individual trip needs. The Mobility Manager would help coordinate services in the jurisdiction and across jurisdictional lines and adapt the service to local need. The Mobility Manager could also serve as an information resource, for example, sharing information with agencies about project best practices, research, and connecting agencies with travel trainers. Many national, state and local resources are available to guide the establishment of the position with the functions that best meet the needs of the region. To assist with regional coordination of human service transportation and share best practices and lessons learned, a committee of the local mobility managers could be established by the TPB.

Good Examples:

- ✓ Montgomery County Maryland Department of Health & Human Services.
- ✓ Central Indiana Council on Aging (CICOA).
- ✓ State of Wisconsin (Mobility Manager in every County) and Wisconsin Association of Mobility Managers.
- ✓ The National Center for Mobility Management (NCMM) has toolkits and position descriptions for mobility managers, among other resources.

B. Challenge Grant for Coordinated Planning Efforts

What it is: This strategy emphasizes the importance of coordination at the local level by providing grant funds to jump start coordination efforts by funding the planning (and potentially implementation) process. Grant funds could be utilized to make the planning process more inclusive, encourage non-traditional but interested parties to take a seat at the table, develop a local coordinated plan to share vehicles or develop a mobility management plan for a County or region.

Good Examples:

- ✓ Prince William County, Virginia’s “Transportation Options Group”, a coalition of private non-profit and public human service agencies, transportation providers, and government officials who developed and implemented a Mobility Management Plan.
- ✓ Resource: Administration for Community Living (ACL) Strengthening Inclusive Coordinated Transportation Partnerships to Promote Community Living projects.

C. Personal Mobility Counseling Services

(Mobility Management at the Individual Level)

What it is: 1:1 help to customers in identifying their mobility needs and preferences, understanding the available options in their community that fit and providing assistance with application for programs or planning and reserving a trip from start to finish, as requested.

This could be offered as an extension of an existing Information & Assistance/Referral service. Through triage, callers seeking transportation resources could be referred to the Mobility Counselor if it is determined they would benefit from direct assistance.

Good Examples:

- ✓ Jewish Council for the Aging’s Connect-a-Ride (funded by Montgomery County DPWT).
- ✓ Dallas 2-1-1/Dallas Area Agency on Aging’s MyRide Dallas

D. Travel Training

What it is: Travel Training teaches people with disabilities or older adults who are unfamiliar with public transit how to use fixed-route services. There are different types of Travel Training services, some include general orientation and others are tailored to the needs of the individual. Training can be provided in groups, one-on-one and peer-to-peer. Many people can benefit from travel training, including older adults, people with physical, intellectual and sensory disabilities, people unable to afford their own vehicle and people with limited English proficiency.

WMATA, local transit agencies, and non-profit organizations provide a range of travel training services currently. However, there is wide recognition that the region would benefit from having additional training of all types (orientation and mobility, one-on-one, peer-to-peer, multi-day). Having a regional and or local transit provider as a partner on this type of project would benefit both the transit agency and the travel training participants. Transit partners could provide vehicles for training, be guest speakers at trainings and possibly offer discounted fare cards.

Additional travel training is needed in the region for people with development disabilities, and for non-English speakers. Transit agencies or non-profits could partner with a community agency that provides assistance to immigrant or refugees groups, Current travel training efforts could be leveraged if a more formal network of travel trainers was formed, which could provide opportunities for peer-to-peer exchanges between travel trainers and share innovative practices. More publicity about existing travel training opportunities is needed for the consumer.

Good Examples:

- ✓ Washington Metropolitan Area Transit Authority (WMATA)
- ✓ Fairfax County, Virginia's Mobile Accessible Travel Training (MATT) bus
- ✓ Columbia Lighthouse for the Blind
- ✓ Resource: The Association of Travel Instruction (ATI) has a published definition of travel training as well as other resources.

E. Door-through-Door or Escorted Transportation Service

What it is: Escorted transportation services, also known as door-through-door or assisted transportation, provides a means of extra safety and assistance to a rider who needs support to travel. The level of assistance a program provides varies, but does not include heavy assistance such as lifting or handling medical needs or equipment. Examples might include preparing a rider for a trip by helping with a coat or gathering documents, accompanying someone into a medical building and staying with them throughout their appointment or helping an individual get into and out of a vehicle. Models include a Personal Care Attendant (PCA) who travels with the individual in taxis and volunteer drivers using their own or agency owned vehicles. It is important to note that needs go beyond medical appointments for the individuals requiring this type of assistance. Errands, groceries, hair care and socialization trips are also important and should be considered since these are the first types of trips a person who requires assistance to travel eliminates in favor of medical appointments.

Good Examples:

- ✓ Arlington and Alexandria Area Agency on Aging
- ✓ Knoxville-Knox County Community Action Committee's Volunteer Assisted Transportation Program

F. Expanded and On-Going Sensitivity and Customer Service Training for Drivers

What it is: Training for bus drivers, Metro station managers, paratransit drivers, taxicab drivers, customer service representatives and other front-line service providers who have with direct interaction with seniors, people with disabilities and people of different socio-economic statuses.

While many agencies are providing the service, this strategy would emphasize longer, more comprehensive training for all staff (as well as refresher training) that involves actual consumers and consideration of their perspective in the process. For example, agencies could partner with a Center for Independent Living (CIL) or a Senior Center to bring consumers to drivers for friendly, face-to-face engagement.

Good Examples:

- ✓ Dallas Area Rapid Transit (DART)
- ✓ NJ Transit

- ✓ Diamond Transportation Services, Inc. – taxis
- ✓ San Francisco MTA Accessible Services

G. Shuttle or Taxi service to Bus Stops and Rail Stations

What it is: A feeder service for transporting people who are unable to access their local bus stop or Metrorail station, for reasons that may include accessibility issues, distance and location, to nearby rail stations and bus stops that will link them into the regional transit system. This type of project would help solve the first mile/last mile problem in which people who could use fixed route for a trip if they could get to their origin and destination which is too far away from the closest bus stop or rail station.

An organization, agency or private company could fund a shuttle to their destination (worksites, adult day care, hospital, etc. Taxi services could be utilized to fill the first mile/last mile in cases where there isn't enough demand for a shuttle. Ideas for partnerships might include local agencies with existing van fleets sharing their vehicles or a local transit agency charging a reasonable fee for the service to help offset some of the cost.

Good Examples:

- ✓ UPS Shuttle in Prince George's County
- ✓ Commuter Connections Guaranteed Ride Home Program
- ✓ Meadowlink's EZ Ride Program - Wood-Ridge, NJ

H. Bus Stop and Sidewalk Improvements

What it is: This project involves eliminating barriers to the use of public transit by people using mobility devices or with mobility impairments by addressing missing infrastructure such as curb cuts, sidewalks and signage. Bus stops need proper boarding and alighting surfaces, spaces for a wheelchair under a shelter, accessible signage, proper snow removal and removal of newspaper boxes or other items that block pathways. Bus stops and the sidewalks leading to the bus stops need improvement to allow more people to use the bus and rail system. Accessibility of the bus stops and sidewalks also need to be maintained over time.

WMATA and the local jurisdictions have conducted an inventory of the approximately 20,000 bus stops in the region and has found that approximately half of them are not fully accessible to people with disabilities. Using Federal funds to improve bus stop accessibility

could add to the challenges that potential project sponsors face such as permitting, zoning, and procurement of contractors.

Good Examples:

- ✓ Montgomery County's Bus Stop Accessibility Efforts
- ✓ WMATA received \$1.2 million New Freedom Grant from the TPB which will improve 88 stops
- ✓ Resource: WMATA's Bus Stop Inventory and Bus Stop Priority List
- ✓ Trimet - Portland, OR

I. Deviated Bus or Feeder Service for Targeted Area or Population Groups

What it is: The premise behind the deviated bus or feeder service is that there are currently customers with disabilities who rely on paratransit but could use a deviated bus program or a feeder service. Some customers could potentially use fixed route transit, with a direct trip from Metrorail, some travel training, and possibly through the use of an aide on the vehicle.

In particular, MetroAccess clients with developmental disabilities that attend an adult day care center or other agency program could benefit from having a "bus" option. A local transit agency and/or non-profit agency could partner on the service. If two or more agencies shared a feeder or the incremental cost of a deviated route bus service; the project would be considered "Mobility Management" and would qualify for the 20% Capital Match. Agencies could share responsibilities of taking calls and scheduling. In the case of deviated route, there needs to be a balance between the deviation and the need for buses to meet their time schedules.

Good Examples:

- ✓ PRTC, Prince William County, Virginia
- ✓ FASTRAN

J. Pilot Programs that Expand the Use of Taxis for Medical Trips

What it is: The use of taxis for medical appointments, in particular, dialysis, could help curb the cost to public agencies and improve the customers transportation experience. MetroAccess is a shared-ride pre-arranged service and the length of time a dialysis patient, who may not be feeling well, is in a vehicle could also be reduced by the use of taxis. This project would build upon existing efforts to provide taxi service to people with disabilities as a more efficient and less expensive option than MetroAccess (customers would pay a similar or lower MetroAccess fare; the taxi companies would be paid by a State or local government). D.C. and WMATA are currently examining how MetroAccess customers going to dialysis centers could take those trips on taxis instead of MetroAccess, and how this could be a mutual benefit to the customers, MetroAccess, the DC government and taxicab companies.

Good Examples:

- ✓ Arlington STAR

K. Volunteer Driver Programs

What it is: The use of volunteers to drive agency owned or private vehicles to transport seniors and people with disabilities to wherever they need to go. Volunteer driver programs fill an important niche in outer and rural areas where transportation options are more limited and as a more affordable option for riders requiring an extra hand with groceries or navigation of a medical office building.

Insurance, liability, recruitment of volunteers, volunteer screening and training would need to be considered.

Good Examples:

- ✓ Senior Connections, Montgomery County, Maryland
- ✓ Partners in Care, Anne Arundel County, Maryland
- ✓ Neighbor Ride, Howard County, Maryland

L. Tailored Transportation Service for Clients of Human Service Agencies

What it is: This project would assist people with disabilities who use agency services but for whom public transit is not a viable option for them, either because of the unavailability of transit or due to the nature of their disability. One option is that human service agencies could work together and schedule a “fixed-route” type of service with small vans, designed to pick-up clients within geographic clusters traveling to human service agency locations. The service would be much like school bus transportation. An important element of success is that the pick-up and drop-off locations need to be geographically clustered, so that fixed-schedule service is effective. Another option is that agencies provide transportation to their clients by contracting with a provider, or with directly owned or leased vans.

Human service agencies could also coordinate and potentially share vehicles, maintenance, insurance, operating support, and driver training between agencies to provide agency-specific transportation for clients. If one or more agencies work together, costs such as planning for a new service, scheduling, insurance, and driver training and salaries would qualify as mobility management and only require a 20% match. These costs otherwise would be considered an operating project and require a 50% match.

Good Examples:

- ✓ ACCESS Transportation Services, Inc., Pittsburgh, PA – transports Area Agency on Aging clients to adult day programs, etc.
- ✓ Leslie, Knott, Letcher, Perry Community Action Council, Hazard, KY – serves isolated, rural seniors to get them to senior centers and other services

Funding Types and Match Amounts

There are a variety of project types and eligible activities for which Enhanced Mobility funds can be used, and the types of funding and match requirements create the possibility for confusion. Table 2 includes common eligible activities under the Section 5310 program and the type of funding that each activity would be funded as. The table also includes potential sources of eligible match. The activities in the table are not intended to be an exhaustive list, only to provide guidance.

Table 2: Eligible Activities, Funding Types and Possible Sources of Match

If my project includes...	the funding type will be...			Possible sources of match
	Capital	Operating	Mobility management	
Travel training for people with disabilities or older adults to learn how to use public transit			X	Other eligible federal funding*
Mobility management planning to coordinate local resources and identify unmet needs				Local government funds; County agency on aging funds;
Buying vehicles to provide new or additional service	X			Private sources; local government grants;
Maintaining the vehicles we have	X			Agency funds
Buying software or equipment for ride or route matching			X	Local or county government or agency funds
Personal mobility counseling for clients			X	Other eligible federal funding*; agency funds
Door through door service to help clients travel to and from trips		X		Other eligible federal funding*; income from service contracts^
Sensitivity training for bus and taxi providers or managers to educate them on issues facing people with disabilities		X		Transit agency funds; income from contracts to provide training services
Shuttle or taxi service to bus stops and rail stations		X		Other eligible federal funding*; income from service contracts^
Bus stop and/or sidewalk improvements	X			Local government funds; business improvement district funds
Deviated bus or feeder service		X		Transit agency funds

Expanded use of taxis for medical trips		X		Other eligible federal funding*; income from service contracts^
Volunteer driver programs		X		Other eligible federal funding*

*Other eligible federal funding includes funding from other federal programs for employment, training, aging, medical, community services, and rehabilitation services. For more information, visit www.unitedweride.gov.

^Income from service contracts may be used to match operating expenses only.

Section 7: Framework for Competitive Selection

The competitive selection process will be much like it was under the JARC and New Freedom programs. The selection committee will be chaired by the Task Force chair, and will include members from local human service and transit agencies, as well from national organizations with expertise in transportation for people with disabilities. Members will review and score the applications based on the selection criteria, and will make a set of funding recommendations to the TPB. The TPB will be asked to approve the recommendations based on the selection committee's deliberations.

The selection criteria have been reevaluated based on the TPB's experience in awarding and administering grants under the JARC and New Freedom programs. The selection criteria have remained substantially the same, with small changes being made to emphasize the importance of project feasibility and an agency's institutional capacity to manage an FTA grant. The following selection criteria include a maximum of 100 total points:

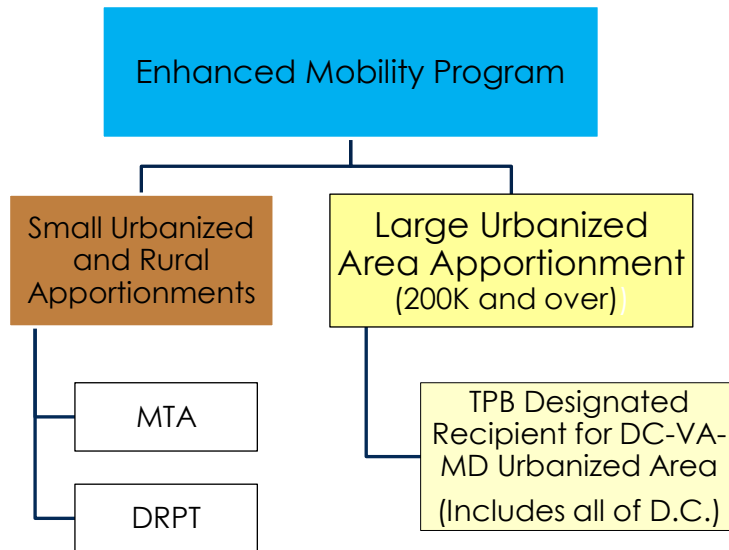
- **Responsiveness to strategies in the Coordinated Plan (20 points)**
Points will be awarded based on how many strategies in the Coordinated Plan that the project application addresses, in addition to how well the application responds to the strategies.
- **Demonstrates Coordination Among Agencies (25 points)**
Coordination can include providing service to clients of multiple agencies, coordinated purchasing, joint project planning and operation.
- **Institutional Capacity to Manage and Administer an FTA grant (20 points)**
This criterion considers the availability of sufficient management, staff and resources to implement an FTA grant, and stable and sufficient sources of funds to provide required match.
- **Project Feasibility (15 points)**
Proposed activities that are consistent with the objectives of funding, applications that clearly spell out how a project will be implemented with defined roles and responsibilities, and include an action plan with milestones and timelines.
- **Serves a Regional Need (10 points)**
Projects that serve more than one jurisdiction will be awarded more points than a project that includes only one jurisdiction.
- **Customer Focus and Involvement (10 points)**
To what extent does the applicant demonstrate an awareness of the needs of a targeted population group and how will customers be involved in the development and implementation of the proposed activity.

Geographic Eligibility: The Washington DC-VA-MD Urbanized Area

To be eligible for the 5310 Enhanced Mobility program funds administered by COG/TPB, Federal rules require that **a project or service must end or begin in the Washington DC-VA-MD Urbanized Area** as defined by the 2010 Census, shown in Figure 1B. The TPB planning area, shown in figure 1A, encompasses most of the Washington DC-MD-VA Urbanized Area, but not all of it, and there are areas within the TPB planning area that are not in the Washington DC-MD-VA Urbanized Area.

For projects that do not end or begin in the Washington DC-VA-MD Urbanized Area, agencies can apply for the 5310 Enhanced Mobility Funds apportioned to Maryland Transit Administration (MTA) and *Virginia* Department of Rail and Public Transportation (DRPT) for Small Urbanized and Rural Areas.

Figure 6: Flow of Funds for the Enhanced Mobility Program



Appendix 1: Members of the TPB Human Service Transportation Coordination Task Force

TPB Human Service Transportation Coordination Task Force Membership

First	Last	Organization	Title	City	St
Deanna	Archev	Montgomery County Department of Transportation: Ride On		Rockville	MD
Maimoona	Bah-Duckenfield	Arlington Agency on Aging	Program Director	Arlington	VA
Tapan	Banerjee	Fairfax Area Disability Services Board	Co-Chair, Mobility & Transportation Committee	Fairfax	VA
Melissa	Barlow	(Ex-Officio Member) Federal Transit Administration, Region 3 DC Metro Office	Senior Community Planner	Washington	DC
Tammy	Beard	Yellow Cab of Prince William County	President	Woodbridge	VA
Carolyn	Bellamy	MV Transportation	Consumer Representative	Wheaton	MD
Christiaan	Blake	WMATA	Director, Office of ADA Policy and Planning	Washington	DC
Shawn	Brennan	Montgomery County DHHS / Aging & Disability	Mobility & Transportation Program Manager	Rockville	MD
Sheilah	Brous	Maryland Department of Transportation - Office of the Secretary	Transportation Policy Analyst	Hanover	MD
Daria	Cervantes	The Arc of Montgomery County	Director of Vocational & Day Services	Rockville	MD
Courtney	Clyatt	DC Cancer Consortium	Director, Program Monitoring and Evaluation	Washington	DC
Charlie	Crawford	Montgomery County Commission on Persons with Disabilities	Vice Chair	Rockville	MD
Rikki	Epstein	The Arc of Northern Virginia	Executive Director	Falls Church	VA
Lyn	Erickson	Maryland Department of Transportation	Manager and Federal Liaison	Hanover	MD
Jeannie	Fazio	Maryland Transit Administration	Program Manager, Office of Local Transit Support	Baltimore	MD
Pam	Forshee	VA Regional Transit (VRT)	Communications Manager	Purcellville	VA
Anthony	Foster	DDOT	Citywide Transportation Planner	Washington	DC
Allison	Gerber	Workforce Investment Council	Executive Director	Washington	DC
MaryAnn	Griffin	Alexandria Office of Aging & Adult Services	Director	Alexandria	VA
Claire	Gron	Northern Virginia Transportation Commission (NVTC)	Transportation Policy Analyst	Arlington	VA
Xavier	Hixon	United Communities Against Poverty, Inc.	Director, Community Planning & Research Division	Capital Heights	MD
Susan	Ingram	Community Support Services, Inc.	Executive Director	Gaithersburg	MD
Stacy	Jackson	Montgomery County DOT	Service Manager, Medicaid & Special Transportation	Rockville	MD
Al	Karoma	Fastran		Fairfax	VA
Charlie	King	Red Top Cab Company	Vice President	Arlington	VA
Jane	King	AARP		Alexandria	VA
Thornette	Leacock	Prince George's County Dept. of Public Works & Transportation	Program Manager	Largo	MD
Sharon	LeGrande	Northern Virginia Family Service	Director, Workforce Developm. & Self-Sufficiency Prgms.	Oakton	VA
Jillian	Linnell	Northern Virginia Transportation Commission (NVTC)	Transit Projects & Policy Manager	Arlington	VA
Timothy	Lovain	CHAIR - City of Alexandria Council		Alexandria	VA
Michelle	Lucas	DC Goodwill	Director, Workforce Development	Washington	DC
Kelley	MacKinnon	Arlington County Dept. of Environmental Services, Transit Division	ART Transit Operations Coordinator	Arlington	VA
John	Mahoney	Virginia Dept. of Rail & Public Transportation (DRPT)	Human Svc. Transportation Project Mngr.	Richmond	VA
Erin	McAuliff	Coalition for Smarter Growth	Policy Fellow	Washington	DC
Susie	McFadden-Resper	DC Office of Disability Rights	ADA Compliance Specialist	Washington	DC
Glenn	Millis	WMATA - Office of ADA Policy & Planning	Senior Policy Director	Washington	DC
Jeanna	Muhoro	Fairfax County Department of Neighborhood/Community Services	Outreach Coordinator, Special Populations	Fairfax	VA
Nancy	Norris	TransIT Services of Frederick County	Director	Frederick	MD
Sam	Oji	Montgomery County DOT	Chief, Medicaid and Special Transportation Section	Rockville	MD
Oliver	Parker	DC Department on Disability Services	Transportation Coordinator	Washington	DC
Nicky	Pires	Tri County Council for Southern Maryland	Regional Transit Coordinator	Hughesville	MD

TPB Human Service Transportation Coordination Task Force Membership

Cynthia	Porter-Johnson	Potomac and Rappahannock Transportation Commission (PRTC)	Transportation Project Manager	Woodbridge	VA	
Mac	Ramsey	The Arc of Prince George's County	Executive Director	Largo	MD	
Harriet	Block	Jewish Council for the Aging	Director, Mobility Management	Rockville	MD	
Corinna	Sigsbury	WMATA - Office of ADA Programs	Access Planning Manager	Washington	DC	
Richard	Simms	DC Center for Independent Living	Executive Director	Washington	DC	
Karen	Smith	The Arc of Greater Prince William	Executive Director	Woodbridge	VA	
Roy	Spooner	Yellow Cab Company of DC	General Manager	Washington	DC	
Rev. Gloria	Swieringa	ACORN of Prince George's County, Maryland		Ft. Washington	MD	
Eden	Tecklebrhane	DC Office on Aging	Program Analyst	Washington	DC	
Circe	Torruellas	DC Department of Transportation (DDOT)	Senior Transportation Planner	Washington	DC	
Robbie	Werth	Diamond Transportation Services	Chair - TPB Priv. Providers Task Force	Springfield	VA	
Spring	Worth	DC Department of Transportation (DDOT)	Transportation Planner	Washington	DC	
Steve	Yaffe	Arlington County Dept. of Environmental Services, Transit Division	Transit Svcs. Manager (ART & STAR)	Arlington	VA	

Appendix 2: Competitive Selection Criteria

Selection Criteria for the Enhanced Mobility Program
Approved by the Human Service Transportation Coordination Task Force on
May 15, 2015

Criterion	Definition	Maximum Points
1. Responsiveness to Coordinated Plan	<p>Project proposals that address multiple strategies will make better use of limited funding and will be weighted more heavily. This criterion considers two issues: how many strategies does the project address (there is a total of four), and how well does it address them?</p> <p>Questions this criterion explores:</p> <ul style="list-style-type: none"> a) How relevant or responsive is the proposal to the strategies and priorities from the Coordinated Plan? b) How relevant is the proposal to the needs and/or constraints of the target individuals meant to be served? c) Have the needs of the target individuals been clearly defined and does the scope of the proposal address them appropriately? 	20
2. Coordination Among Agencies	<p>Project proposals that include coordination with other agencies or organizations will be weighted more heavily than single-applicants. Coordination can include providing service to clients of multiple agencies, coordinated purchasing, joint project planning and operation.</p> <p>Questions this criterion explores:</p> <ul style="list-style-type: none"> a) Does the proposal describe the mechanisms for project management, with the responsibilities of each agency or partner clearly assigned? b) Are processes for sharing of information and decision making clearly described? c) What are the financial or other contributions of each partner agencies? d) Are there any private sector partners involved? 	25

<p>3. Institutional Capacity to Manage and Administer an FTA Grant</p>	<p>Becoming a recipient of a Federal Transit Administration (FTA) grant requires that grant recipients have a strong institutional capacity and resources to implement and oversee the grant. The grant recipient will need to have adequate staff and resources to administer the grant and ensure FTA requirements are met, including gathering detailed data on ridership and vehicle condition, defining Civil Rights and DBE polices, preparing reports, and preparing and submitting invoices, to name a few. The amount of time required to administer an FTA grant can be significant.</p> <p>Questions this criterion explores:</p> <ul style="list-style-type: none"> a) Does the applicant have sufficient management capacity (including staff, equipment, and ability) to implement the grant and meet FTA requirements? b) Does the applicant have stable and sufficient sources of funds to provide the required match for the project? c) What consideration has the applicant given how the project could be sustained after the grant ends? 	<p>20</p>
<p>4. Project Feasibility</p>	<p>The criterion will explore the feasibility of the project, including:</p> <ul style="list-style-type: none"> a) Are the proposed activities appropriate, practical, and consistent with the objectives of the funding? b) Is the action plan clear and concise? c) Does the proposal contain objectively verifiable indicators of outcomes? Is there an evaluation component included? 	<p>15</p>
<p>5. Regional Need</p>	<p>Project proposals that include service or programs in more than one County or City will score higher than projects that serve a single jurisdiction.</p>	<p>10</p>
<p>6. Customer Focus</p>	<p>To what extent does the applicant’s proposal demonstrate a strong awareness of the needs of the individuals for whom the project is intended? The application should describe the beneficiaries, including the use of quantitative and qualitative data as needed to describe the specific problems and needs of the target group. The proposal should describe the involvement of the target population in the project design and/or should demonstrate that these individuals have positive expectations and perceptions of the proposed activities.</p>	<p>10</p>
<p>Total Maximum Points</p>		<p>100</p>

Appendix 3: Inventory of Specialized Services

REGION-WIDE PROVIDERS (DRAFT)

Name	Service Area	Eligibility	Wheelchair Accessible? (Y/N)	Fee Structure	Source of Funds	Website
Amytrophic Lateral Sclerosis Association DC/MD/VA Chapter	Entire Region	Resident of service area of DC, MD, or VA with ALS or PLS and registered with the Chapter	Y	None	State, Grants, Private Donations	http://www.alsinfo.org
Buckley's for Seniors, LLC	Entire Region	Non-wheelchair user unless accompanied by an aid	N	Fees	-	http://www.buckleys4seniors.com/
Generation, Inc.	Entire Region	-	Y	0	Private Funds	-
Hospital for Sick Children	Entire Region	HSCSN outpatients and HSCPC inpatients, outpatients through authorization	Y	Fee schedule for outpatients, approved by DC Medicaid schedule, inpatients free	Federal, Private Donations	http://www.HSCPediatricCenter.org
Jewish Council for the Aging of Greater Washington	Entire Region	Adults age 55+ and persons with disabilities	Y	NA	Local, Federal, Private Donations	http://www.accessjca.org/
Jewish Social Service	DC, Montgomery County, VA, and Baltimore for JSSA clients in Montgomery and DC; Also parts of Prince George's and Frederick w/in 30 mi of JSSA	Adults who are frail, persons with disabilities in need of escort to medical appointments and can't take bus/taxi	Y	Sliding scale based on income	Local, Grants, Fees, Endowment	http://www.jssa.org/
MetroAccess	Entire Region; Customers may take trips that start or end less than 3/4 mi from nearest bus route or metro station	Persons with disabilities	Y	Two times the fastest comparable fixed-route fare, max. of \$7 per one-way trip	Local, State, Federal, Fees	http://www.wmata.com/accessibility/metroaccess_service/
METROEXPRESS LLC.	Entire Region	Persons with physical disabilities or people living with/ recovering from illness/injury	Y	Self Pay, Medicaid, Medicare	-	http://www.metroexpress.us
National Children's Center	Entire Region	Children and adults with developmental disabilities in DC and MD who are served by NCC	Y	None	Local, State, Federal	http://www.nccinc.org/
National Multiple Sclerosis Society, National Capital Chapter	Entire Region	Individuals diagnosed with Multiple Sclerosis	Y	None	Grants, Private Donations	www.msandyou.org
Rock Creek Foundation	Entire Region	Adults 21+ being served by Rock Creek Foundation	Y	Public transit cost, MetroAccess or fixed route	Local, State	http://www.thesantegroup.org/
Total Care Services, Inc.	Entire Region	Older Adults	N	None	-	-
Transport-U	Entire Region	-	Y	Evercare Insurance	-	http://www.transportu.com/
Virginia Department of Medical Assistance Services	All of Virginia, and medical providers in DC and MD	Virginia Medicaid members	Y	None	State, Federal	http://dmasva.dmas.virginia.gov/default.aspx

DISTRICT OF COLUMBIA PROVIDERS (DRAFT)

Name	Service Area	Eligibility	Wheelchair Accessible? (Y/N)	Fee Structure	Source of Funds	Website
AHI Ward 8 Senior Services - Lead Agency for Ward 8: WEHTS transportation services	DC, Ward 8; parts of Silver Spring, Oxon Hill, and Marlow Heights, MD	Residents of DC Ward 8, age 60+	Y	None, Donations Accepted	Private Donations	-
AHI Ward 8 Senior Services - Lead Agency for Ward 8: Nutrition programs, shopping, call sights, and activities	DC, Ward 8; parts of Silver Spring, Oxon Hill, and Marlow Heights, MD	Residents of DC Ward 8, age 60+	N	None, Donations Accepted	Private Donations	-
Barney Neighborhood House: Recreational and social activities	DC, Wards 1 and 4	Residents of DC Wards 1 and 4 age 60+	N	None, Donations Accepted	Local, Fees	http://barneynh.org/index.html
Barney Neighborhood House: WEHTS transportation services	DC, Wards 1 and 4	Residents of DC Wards 1 and 4 age 60+	Y	WEHTS - no fee, sliding scale based on income for Call 'n Ride program	Local, Fees	http://barneynh.org/index.html
DC Center for Independent Living	DC	Persons with disabilities	Y	None, Donations Accepted	-	http://www.dccil.org/
East River Family Strengthening Collaborative Project KEEN - Lead Agency for Ward 7: WEHTS transportation services	DC, Ward 7	Residents of DC Ward 7 age 60+	Y	WEHTS - no fee, sliding scale based on income for Call 'n Ride program	Local, Fees	http://www.erfsc.org/index.html
East River Family Strengthening Collaborative Project KEEN - Lead Agency for Ward 7: Transport to programs and offices	DC, Ward 7	Residents of DC Ward 7 age 60+	N	None, Donations Accepted	Local, Fees	http://www.erfsc.org/index.html
Easter Seals Regional Headquarters	Most of Montgomery County, Parts of DC	Adults with disabilities and who are clients of the agency's Adult Day Center	Y	Transport cost included with	-	http://www.easterseals.com
Emmaus - Lead Agency for Ward 2: Recreational and social activities	DC, Ward 2	Residents of DC Ward 2 age 60+	N	None, Donations Accepted	Local, Fees	http://www.emmausdc.org/
Emmaus - Lead Agency for Ward 2: WEHTS transportation services	DC	Residents of DC Ward 2 age 60+	Y	WEHTS - no fee, sliding scale based on income for Call 'n Ride program	Local, Fees	http://www.emmausdc.org/
First Baptist Church Senior Center	DC	Residents of DC age 60+, with low-income, and disadvantaged; preference given to Ward 4 residents	N	None, Donations Accepted	-	-
Hattie Holmes Senior Wellness Center	DC, mostly Ward 4	Residents of DC age 60+ who use the Wellness Center	N	None, Donations Accepted	-	http://barneynh.org/wellness_center.html
Iona Senior Center - Lead Agency for Ward 3 and parts of Wards 2 & 4: Grocery store trips	DC, Ward 3 and parts of 2 & 4	Residents of DC Ward 3, and parts of Wards 2 & 4 age 60+	Y	None, Donations Accepted	Local, Fees	http://www.iona.org/
Iona Senior Center - Lead Agency for Ward 3 and parts of Wards 2 & 4: WEHTS Transportation Services	DC, Ward 3 and parts of 2 & 4	Residents of DC Ward 3, and parts of Wards 2 & 4 age 60+	Y	WEHTS - no fee, sliding scale	Local, Fees	http://www.iona.org/
Life Skills Center	DC and surrounding area	Program participants	Y	None	Local, Medicaid, Grants	http://www.lifeskillscenterdc.org
Medical Transportation Management Inc	DC	Medicaid-eligible beneficiaries	Y	NA	Local	http://www.mtm-inc.net
Model Cities Senior Wellness Center	DC	Residents of DC age 60+	N	None, Donations Accepted	-	-

DISTRICT OF COLUMBIA PROVIDERS (DRAFT) CONT'D

Name	Service Area	Eligibility	Wheelchair Accessible? (Y/N)	Fee Structure	Source of Funds	Website
Seabury Ward 5 Aging Services - Lead Agency for Ward 5: WEHTS transportation services	DC, Ward 5	Residents of DC Ward 5 age 60+	Y	WEHTS - no fee, sliding scale	Local, Fees	http://www.seaburyresources.org/community_services/ward_5_lead_agency/index.html
Seabury Ward 5 Aging Services - Lead Agency for Ward 5: Recreational and social activities	DC, Ward 5	Residents of DC Ward 5 age 60+	Y	None, Donations Accepted	Local, Fees	http://www.seaburyresources.org/community_services/ward_5_lead_agency/index.html
SOME Dwelling Place	DC, mostly East of Anacostia River	Low income seniors who use the SOME Dwelling Place Senior Center	N	-	-	http://www.some.org/services_stability_elderly.html
So. Washntn Wst of River Family Strengthening Cllbrty - Lead Agency for Ward 6: Recreational and social activities	DC, Ward 6	Residents of DC Ward 6 age 60+	Y	None, Donations Accepted	Local, Fees	http://swwrfsc.org/home.html
So Washntn Wst of the River Family Strengthening Cllbrty - Lead Agency for Ward 6: WEHTS transportation services	DC, Ward 6	Residents of DC Ward 6 age 60+	Y	WEHTS - no fee, sliding scale	Local, Fees	http://swwrfsc.org/home.html
St. John's Community Services	DC	Agency Clients in DC	Y	-	Medicaid	http://www.sjcs.org/
VIDA Senior Center	Neighborhoods around VIDA Center in NW DC	Adults age 60+ who use VIDA center	N	None, Donations Accepted	-	http://www.vidasenorcenters.org/
Washington Elderly Handicapped Transportation Service (WEHTS): Group trips to grocery stores	DC, Northern VA within the Beltway, MD within the Beltway	DC residents age 60+	Y	None, Donations Accepted	-	http://barneynh.org/wehts.html
Washington Elderly Handicapped Transportation Service (WEHTS): Subsidized cab fare	DC, Northern VA within the Beltway, MD within the Beltway	DC residents age 60+	Y	Sliding scale base on income, lowest cost for \$40 book of coupons is \$12	Local	http://barneynh.org/wehts.html
Washington Elderly Handicapped Transportation Service (WEHTS): Medical, shopping, and personal business	DC, Northern VA within the Beltway, MD within the Beltway	DC residents age 60+	Y	None, Donations Accepted	Local, Fees	http://barneynh.org/wehts.html

ARLINGTON COUNTY PROVIDERS (DRAFT)

Name	Service Area	Eligibility	Wheelchair Accessible? (Y/N)	Fee Structure	Source of Funds	Website
Arlington County Agency on Aging: Door-to-door/ hand-to-hand service for STAR users	Arlington, Northern VA inside the beltway, DC	STAR users age 60+ going to healthcare appointments, visit family, nursing homes	Y	\$3 local, \$4 inside beltway, \$9 regional, plus income based fee up to \$10	State	http://www.arlingtonva.us/aging
Arlington County Agency on Aging: Grocery store trips	Arlington County	Residents of specific retirement homes ages 60+, and other residents age 60+ who can get to those locations	Y	None	Local, State, Federal	http://www.Arlingtonva.us/aging
Arlington County Agency on Aging: Health care appointments during short term disability	Arlington, Northern VA inside the beltway, DC	Arlington residents who have temporary inability to drive or use public transit.	Y	\$3 local, \$4 inside beltway	Local	http://www.arlingtonva.us/aging
Arlington County Agency on Aging: Health care appointments while MetroAccess application is approved	Arlington, Northern VA inside the beltway, DC	Arlington Residents age 60+ who have submitted MetroAccess application and need to get to health care appts.	Y	\$3 local, \$4 inside beltway	Local	http://www.arlingtonva.us/aging
Arlington County Agency on Aging: Subsidized taxi fares	Arlington and surrounding; trips must begin in Arlington	Arlington Residents age 70+	Y	Same as taxi, but \$20 books can be bought for \$10 (20 books/year)	Local	http://www.arlingtonva.us
Arlington County Department of Human Services, Aging and Disability Services Division, Intellectual and Developmental Disability Services (IDDS) Bureau	Arlington County	-	Y	-	-	-
Arlington County of Environmental Services, Division of Transportation	Entire Region	Arlington Residents certified eligible for MetroAccess	Y	\$3 local, \$4 inside beltway, \$9 regional	Local	http://www.ArlingtonSTAR.com
Arlington County Senior Adult Program	Arlington County	Arlington Residents age 55+	Y	\$10 annual registration fee plus \$2 each way	Local	http://www.arlingtonva.us/departments/parksrecreation/seniors/page69155.aspx
Arlington County Senior Center Nutrition Program	Arlington County	Arlington residents age 60+	Y	Donations	Local	http://www.arlingtonva.us/departments/parksrecreation/seniors/page69155.aspx
Walter Reed Adult Day Health Care Center, Arlington County Aging and Disability Services	Arlington County	Arlington residents age 18+ with disabilities who are members of Walter reed Adult Day Care Center	Y	Income based sliding scale	Local, Fees	http://www.arlingtonva.us/departments/HumanServices/services/aging/MadisonMain.aspx

CITY OF ALEXANDRIA (DRAFT)

Name	Service Area	Eligibility	Wheelchair Accessible? (Y/N)	Fee Structure	Source of Funds	Website
Alexandria City Community Services Board	City of Alexandria and surrounding area	Clients of certain CSB programs	Y	None	Local, State, Federal, Grants, Fees	http://alexandriava.gov/boards/info/default.aspx?id=36546
Alexandria Department of Transportation and Environmental Services/Transit Services	Alexandria, Falls Church, Arlington, Fairfax, Fairfax City	Alexandria residents and visitors who cannot use transit due to disability	Y	\$3.00/trip within 5 mi. of Alexandria, \$5.00/trip for further	Local	http://alexandriava.gov/Transit
Med Choice Transportation INC	Alexandria, Fairfax, Falls Church, Loudon	0	Y	0	0	www.MedChoiceTransportation.com

FAIRFAX COUNTY PROVIDERS - Incl. City of Falls Church and City of Fairfax (DRAFT)

Name	Service Area	Eligibility	Wheelchair Accessible? (Y/N)	Fee Structure	Source of Funds	Website
Annandale Christian Community for Action	Annandale, Culmore, Bailey's Crossroads, and Lincolnia	Older residents of Annandale Christian Community for Action service area with low incomes	N	None	Grants, Private Donations	http://www.accacares.org/
City of Fairfax Human Services	Fairfax City, George Mason University, Vienna Metro, and Fair Oaks Hospital	Persons with disabilities	Y	Two times CUE bus fare (\$3.60/ one-way trip)	Local	http://www.fairfaxva.gov/humanservices/HumanServices.asp
City of Falls Church Housing and Human Services Division	Falls Church	City of Falls Church resident age 62+, or permanently and totally disabled, with income less than \$30,000/year	Y	Monthly co-pay \$10	-	http://www.fallschurchva.gov/Content/Government/Departments/CommunityServices/HHS/HHS.aspx?cnlid=2060
Fairfax County Department of Community and Recreation Services	Fairfax, and Fairfax City; drops off all over Northern VA	Fairfax County resident sponsored and certified by county human services agency; Each program has its own eligibility	Y	Call	Local	http://www.fairfaxcounty.gov/ncs/
Fairfax County Neighborhood and Community Services: Limited income services	Entire Region; pick-up or drop off in Fairfax	Residents of Fairfax County or the City of Fairfax with annual income of \$40,000 or less, \$50,000 or less for married couple	Y	Coupon books \$20 for \$30 in taxi fares (max. 16 books/year)	-	http://www.fairfaxcounty.gov/fcdot/seniors.htm
Fairfax County Neighborhood and Community Services: Disability services	Entire Region; pick-up or drop off in Fairfax	Residents of Fairfax County or the City of Fairfax with a disability and is registered with MetroAccess	Y	Coupon books \$11 for \$33 in taxi fares	-	http://www.fairfaxcounty.gov/fcdot/taxiaccess.htm
Family Partnership	Frederick County, 10-mi radius	Participants services, residing within a 10-mile radius	N		0 Local, Grants	http://www.frederickcountymd.gov/index.aspx?NID=55
Herndon-Reston FISH, Inc.	Herndon and Reston, VA	Older adults unable to drive themselves to medical appointments	N	None	Local, Grants, Private Donations	http://www.herndonrestonfish.org/
Med Choice Transportation INC	Alexandria, Fairfax, Falls Church, Loudon	-	Y	-	-	www.MedChoiceTransportation.com
Shepherd's Center of Northern Virginia, Annandale-Springfield	Annandale and Springfield, VA	Annandale and Springfield residents age 50+	N	None	Private Donations	http://www.shepherdscenter-annandale.org/
Shepherd's Center of Oakton-Vienna	Oakton and Vienna, VA	Residents of Oakton and Vienna, VA age 50+	N	None	Private Donations	http://www.scov.org/

LOUOUN COUNTY PROVIDERS (DRAFT)

Name	Service Area	Eligibility	Wheelchair Accessible? (Y/N)	Fee Structure	Source of Funds	Website
Loudoun County Area Agency on Aging	Loudoun County, VA	Loudoun County residents age 55+	Y	\$1 each one-way trip	Local, State, Federal	http://www.loudoun.gov/aaa
Virginia Regional Transportation Association	Loudoun County and West Falls Church Metro Station to and from Ashburn	General Public	Y	\$.50 one-way for most fixed route, ADA/Demand Response \$1-\$3, W. Falls Church Metro Commuter route \$1.75	Local, State, Federal	http://www.vatransit.org

PRINCE WILLIAM COUNTY PROVIDERS (DRAFT)

Name	Service Area	Eligibility	Wheelchair Accessible? (Y/N)	Fee Structure	Source of Funds	Website
The Arc of Greater Prince William/INSIGHT	Manassas, Manassas Park	Individuals with developmental disabilities receiving services from The Arc	Y	Sliding scale based on income, Medicaid	Local, Medicaid, Grants, Fees, Private Donations	
Potomac and Rappahannock Transportation Commission: Omnilink service	Prince William, Manassas, Manassas Park	General public; reduced fares apply to those age 60+, Medicare card holders, or those with approved reduced fare application	Y	\$1.20 one-way regular, (\$.60 reduced), \$2.50 local day pass (\$1.25 reduced), \$11 weekly pass (\$5.50 reduced). Tokens \$12 for 10 (\$6 reduced)	Local, State, Federal	www.prtctransit.org
Potomac and Rappahannock Transportation Commission: Metro direct service	Woodbridge, Manassas, Gainesville, Franconia/Springfield Metro Station, West Falls Church Metro Station	General public; reduced fares apply to those age 60+, Medicare card holders, or those with approved reduced fare application	Y	\$3.30 one-way regular, \$2.65 with SmarTrip, \$1.65 reduced	Local, State, Federal	www.prtctransit.org
Potomac and Rappahannock Transportation Commission: OmniRide Service	Woodbridge, Lake Ridge, Dale City, Dumfries, Manassas, Gainesville, Washington, DC/Arlington employment centers, Tysons Corner	General public; reduced fares apply to those age 60+, Medicare card holders, or those with approved reduced fare application	Y	\$7.00 one-way regular, \$5.50 with Smartrip, \$3.50 reduced	Local, State, Federal	www.prtctransit.org

MONTGOMERY COUNTY PROVIDERS (DRAFT)

Name	Service Area	Eligibility	Wheelchair Accessible? (Y/N)	Fee Structure	Source of Funds	Website
Bethesda Help	25 sq. mi. surrounding Bethesda Montgomery County	Bethesda help service area resident in need of financial assistance, food delivery, or transportation	N	None	Private Donations	http://www.bethesdahelp.org/
Damascus Help	Areas of upper Montgomery County	Adults, youth, and children accompanied by a guardian	N	None	Private Donations	http://www.damascushelp.org/
Easter Seals Regional Headquarters	Most of Montgomery County, Parts of DC	Adults with disabilities and who are clients of the agency's Adult Day Center	Y	Transport cost included with other fees	-	http://www.easterseals.com
Friend's House Retirement Community	Entire region and Baltimore for specific events	Residents of Friend's House age 62+	N	Donations or Self-pay	Medicare, Medicaid, Fees	http://www.friendshouse.com/
Gaithersburg Help	Gaithersburg	Gaithersburg residents that live within service area	N	None	Grants, Private Donations	http://www.gaithersburghelp.org/
Montgomery County Area Agency on Aging	Montgomery County	Adults 60+	Y	None, Donations Accepted	Local	http://www.montgomerycountymd.gov/sentmpl.asp?url=/content/pio/senior/index.asp
Montgomery County Call-n-Ride Program	Montgomery County and Medical Facilities in the entire Region	Low income seniors (67 years and older) and individuals with disabilities (18 years and older),	Y	Subsidy assistance is provided on a sliding fee scale determined by total household income	Local, State	http://www.montgomerycountymd.gov/DOT-transit/seniors.html
Montgomery County Department of Transportation, Division of Transit Services	Entire Region (medical offices)	Montgomery County residents with mental or physical disability that receive MD Medicaid and have no other means or access to transportation	Y	None	Local	http://www.montgomerycountymd.gov/dotmpl.asp?url=/content/dot/index.asp
Montgomery County Same Day Access Program	Montgomery County and Medical Facilities in the entire Region	Certified Metro Access participants who reside in Montgomery County	Y	50% Subsidy Assistance, up to \$60 per month	Local, State	http://www.montgomerycountymd.gov/DOT-transit/seniors.html
Montgomery County Ride On Bust Transit	Montgomery County	General Public	Y	Seniors and people with disabilities ride free on Ride On and Metro Buses County from 9:30 AM - 3PM M-F	Local, state	http://www.montgomerycountymd.gov/DOT-transit/index.html
Connect-A-Ride	Montgomery County and the entire region	Adults 50 or older, and disabled adults of all ages	Y	None	Local	http://www.accessjca.org/article/17/programs/get-around
Escorted Transportation	Montgomery County	Low income older adults in Montgomery County	Y	Subsidized, low fee	Local	http://www.accessjca.org/article/17/programs/get-around
National Capital B'nai B'rith Housing Foundation	Montgomery County, primarily in Silver Spring	Residents of Homecrest House age 62+ with physical disabilities	Y	\$2 Donation	Local, State, Federal	http://www.homecresthouse.org
Support Center	Montgomery County	Participants of the Support Center that are age 21+ with a disability, and older adults	Y	Determined individually by fee	Local, State, Medic	http://www.thesupportcenter.net/
The Arc of Montgomery County	Montgomery County	Participants in The Arc of Montgomery County's employment or day rehab. prog.	Y	-	State	http://thearcofmontgomerycounty.org/
The Senior Connection of Montgomery County, Inc	Southern Montgomery County	Residents of service areas age 62+	N	None, may give gas reimburse	Local, Grants, Private	http://www.seniorconnectionmc.org/
United Cerebral Palsy on the Potomac	Prince George's, Montgomery	Clients of UCP on the Potomac	Y	None	-	http://www.ucppotomac.org
Western Upper Montgomery County Help	Poolesville, Beallsville, Barnesville, Dickerson, and Boyds	Residents of Western Upper Montgomery County help service area who don't have their own transportation	N	None	-	http://www.wumcohelp.org

PRINCE GEORGE'S COUNTY PROVIDERS (DRAFT)

Name	Service Area	Eligibility	Wheelchair Accessible? (Y/N)	Fee Structure	Source of Funds	Website
City of Bowie Senior Center	City of Bowie	Residents of the City of Bowie age 55+ and persons with disabilities	Y	None, Donations Accepted	0	http://www.cityofbowie.org
City of Laurel, Department of Parks and Recreation	City of Laurel	Residents of the City of Laurel age 55+ and persons with disabilities	Y		0 Local, State, Fees	http://www.laurel.md.us
City of New Carrollton	5-mi radius of City of New Carrollton	-	Y	None	State	http://www.new-carrollton.md.us
Greater Baden Medical Services	Rural Prince George's, Charles County	Patients of Greater Baden Medical Services	Y	None	-	http://www.gbms.org
New Horizons Supported Services Inc	-	Adults who are DDA certified from one of the counties served	Y	None, Provided by DDA	State, Private Donations	http://www.nhssi.org
Prince George's County Department of Public Works and Transportation: Call-a-bus service	Prince George's County	Prince George's County Residents who are unable to use bus or rail services.	Y	\$1 per ride, seniors and persons with disabilities no fee, escorts ride free	Local	http://www.princegeorgescountymd.gov/Government/AgencyIndex/DPW&T/Transit/bus.asp?nivel=foIdmenu(2)
Prince George's County Department of Public Works and Transportation: Call-a-cab service	Prince George's County	Prince George's County residents age 60+ and residents with a disability	N	\$10 for \$20 coupon book	Local	http://www.princegeorgescountymd.gov/Government/AgencyIndex/DPW&T/Transit/cab.asp?nivel=foIdmenu(2)
Prince Georges County Department of Public Works and Transportation: Senior transportation service	Prince George's County	Prince George's County residents age 60+	Y	None	Local	http://www.princegeorgescountymd.gov/Government/AgencyIndex/DPW&T/Transit/bus.asp?nivel=foIdmenu(2)
Simon Transportation LLC	DC, Montgomery, Prince George's	-	Y	-	-	www.simontransportationmd.com
The Arc of Prince George's County	Prince George's County	Program participants	Y	none	State	http://www.thearcofpgc.org/index.html
United Cerebral Palsy on the Potomac	Prince George's, Montgomery	Clients of UCP on the Potomac	Y	None	-	http://www.ucppotomac.org

FREDERICK COUNTY PROVIDERS (DRAFT)

Name	Service Area	Eligibility	Wheelchair Accessible? (Y/N)	Fee Structure	Source of Funds	Website
Daybreak Adult Day Services	Frederick County	Adults age 55+ and younger adults on an individual basis	Y	Sliding scale based on income, assistance available	State, Fees	http://www.daybreakadulldayservices.org/
Family Partnership	Frederick County, 10-mi radius	Participants services, residing within a 10-mile radius	N	-	Local, Grants	http://www.frederickcountymd.gov/index.aspx?nid=55
Frederick Community Action Agency	Frederick, MD	Lower-income clients enrolled with FCAA	Y	None	Local, State, Federal	http://www.cityoffrederick.com/fcaa
Frederick County Department of Aging	Frederick, Thurmont, Brunswick, Emmitsburg, and Urbana	Adults age 60+ who participate in lunch program and live within 3-mi radius	N	Donation requested to senior center, others trips have destination based fee	Local, Federal, Fees	http://www.frederickcountymd.gov/index.aspx?nid=54
Frederick County Head Start	Frederick County	Children age 3-5 and their income-eligible families	N	None	Local, State, Federal	http://www.frederickcountymd.gov/index.aspx?nid=56
TransIT Services of Frederick County	Frederick City, Walkersville, Brunswick, Jefferson, Emmitsburg, Thurmont	General public	Y	\$1.10 cash fare, 10 trip tickers, monthly passes, and reduced fare available	Local, State	http://www.FrederickCountyMD.gov/transit
TransIT Services of Frederick County: Medical Assistance Program	Entire Region (medical offices)	Medical assistance recipients designated by County	Y	None, County billed monthly	Local, State	http://www.FrederickCountyMD.gov/transit
TransIT Services of Frederick County: TransIT-Plus	Frederick County	Adults age 60+ and persons with disabilities	Y	\$1.50 medical trips, \$2.50 non medical. 10-trip tickets - \$1 medical, \$2 non-medical	Local, State	http://www.FrederickCountyMD.gov/transit

CHARLES COUNTY PROVIDERS (DRAFT)

Name	Service Area	Eligibility	Wheelchair Accessible? (Y/N)	Fee Structure	Source of Funds	Website
Charles County Department of Community Services	Charles County	General public for fixed route, adults age 60+ or disabled for specialized	Y	\$1.00 each way or \$2.00 all day pass, half fare for senior and disabled	Local, State, Federal	http://www.go-vango.com/
Charles County Nursing and Rehabilitation Center	Charles County	Participants in or residents of the Center's services or facilities	Y	None	Medicare, Medicaid, Fees	http://www.ccnrc.com/pages/index.asp
Greater Baden Medical Services	Rural Prince George's, Charles County	Patients of Greater Baden Medical Services	Y	None	0	http://www.gbms.org

TAXI COMPANIES (DRAFT)

Name	Service Area	Eligibility	Wheelchair Accessible? (Y/N)	Fee Structure	Source of Funds	Website
Action Taxi	Montgomery County	General Public	Y	Montgomery taxi rates	-	http://www.actiontaxi.com/
Alexandria White Top Cab Company	Entire Region; pick-up or drop off in Alexandria	General public	Y	Alexandria taxi rates	-	http://www.whitotopcab.com/index.html
Alexandria Yellow Taxi Company	Entire Region; pick-up or drop off in Alexandria	General public	Y	Alexandria taxi rates	-	http://www.alexandriayellowcab.com/default.aspx
Arlington Red Top Cab Company	Entire Region; pick-up or drop off in Arlington	General public	Y	Arlington taxi rates	-	http://www.redtopcab.com/
Barwood Taxi	Entire Region; trips must originate or terminate in Montgomery County	General Public	Y	Montgomery taxi Rates	-	http://www.barwoodtaxi.com/
Blue Top Cab Company	Entire Region; pick-up or drop off in Arlington	General public	Y	Arlington taxi rates	-	http://www.bluetop.com/
Diamond Transportation Services	Entire Region	General Public	Y	Both pick-up and mileage feeRates based on location pick-up and distance.	Private Funds, Fees	http://www.diamondtransportation.us
Fairfax Red Top Cab Company	Entire Region; pick-up or drop off in Fairfax	General public	Y	Arlington taxi rates	-	http://www.fairfaxredtopcab.com/
Fairfax White Top Cab Company	Entire Region; pick-up or drop off in Fairfax	General public	Y	Fairfax taxi fares	-	http://www.whitotopcab.com/index.html
Fairfax Yellow Cab Company	Entire Region; pick-up or drop off in Fairfax	General public	Y	Fairfax taxi fares	-	http://www.yellowcaboffairfax.com/index.aspx??
Friendly Cab Company	Entire Region; pick-up or drop off in Arlington	General public	Y	Arlington taxi rates	-	-
Paramont Taxi Company	Entire Region; pick-up or drop off in Arlington	General public	Y	Prince George's taxi rates	-	-
Regency Cab	Entire Region; trips must originate or terminate in Montgomery County	General Public	Y	Montgomery Co. taxi rates	-	http://www.regencytaxi.com
Royal Cab Company	Entire Region	General public	Y	DC taxi rates	Federal JARC & New Freedom	http://www.DCTAXIONLINE.COM
Springfield Yellow Cab Company	Entire Region; pick-up or drop off in Fairfax	General public	Y	Fairfax taxi fares	-	http://springfieldyellowcabs.com/
Sun Cab	Montgomery County	General public	Y	Montgomery taxi rates	Fees	http://www.suncabmoco.com/
Taxi-Taxi as Dispatcher for 6 taxi operators in Prince George's County	Entire Region; pick-up or drop off in Prince George's County	General public	N	Prince George's taxi rates, vouchers, TaxiCab card	-	-
Yellow Cab Company	Entire Region	-	Y	Taxi Rates	-	http://www.dcyellowcab.com/

Appendix 4: Regional Demographic Profile of Transportation-Disadvantaged Groups

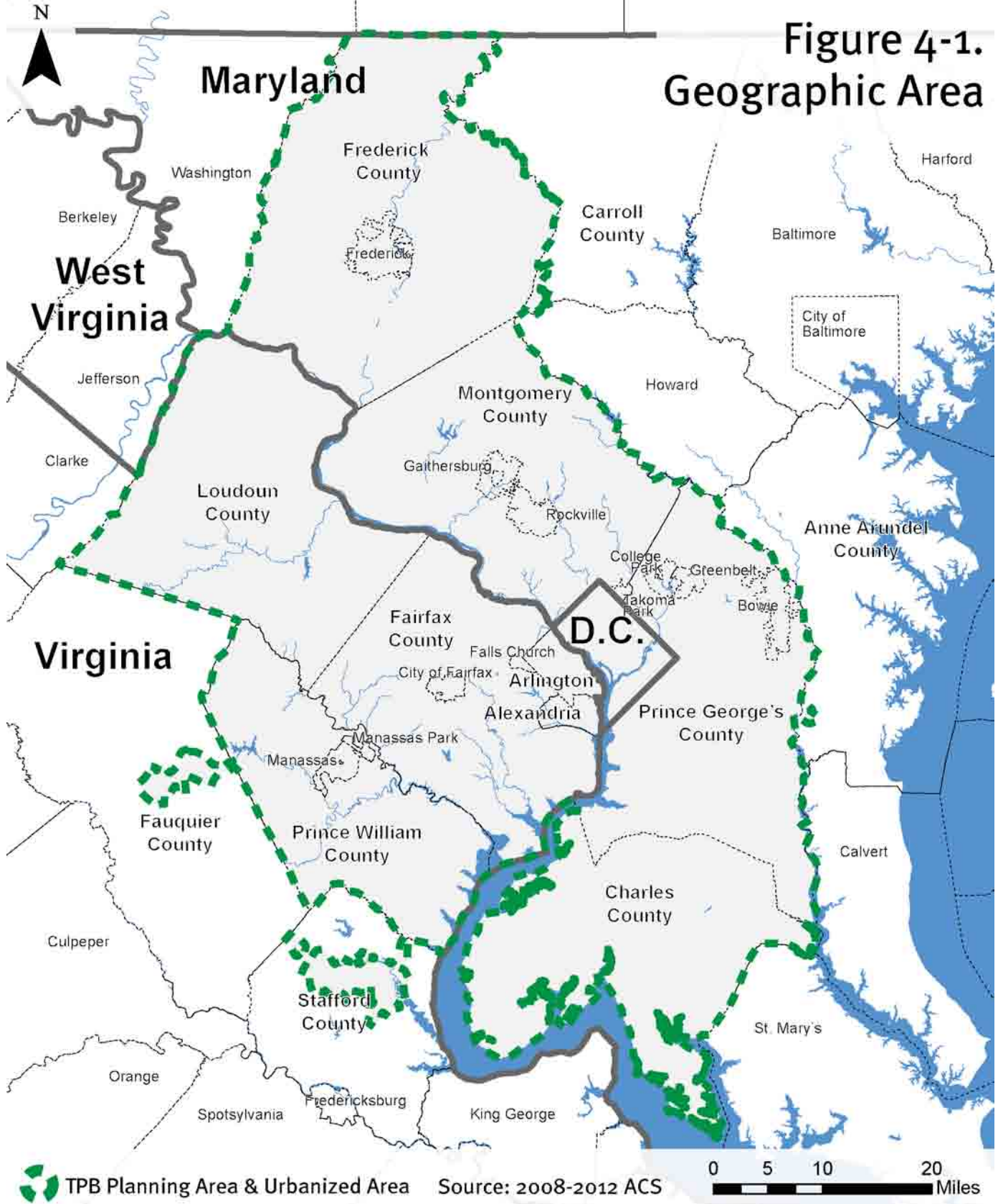
This Appendix provides 2012 data from the 2008-2012 American Community Survey (ACS) on the numbers and spatial locations for transportation-disadvantaged population groups the Coordinated Plan helps serve.

Transportation-disadvantaged groups are defined as populations lacking financial, physical, or language ability to provide their own transportation and/or have difficulty accessing public transportation.

Based on Census data, the population groups in this Appendix are defined as:

- **Below the Poverty Level**
 - Official poverty line depends on family size.ⁱ
 - 1 person = \$11,000 per year
 - 4 people = \$22,000 per year
- **Low-Income Population**
 - “Low income” defined as below twice the poverty line.ⁱⁱ
 - 1 person = \$22,000 per year
 - 4 people = \$44,000 per year
- **Limited English Speakers** include individuals who speak English less than “very well.”ⁱⁱⁱ
- **Persons with Disabilities** include individuals with any type of physical, sensory, and/or cognitive disability. For individuals under 5, hearing and vision difficulty is used to determine disability. Individuals between 5 and 14 also include cognitive, ambulatory, and self-care difficulties. Individuals 15 years of age and older includes the five categories and independent living difficulty.^{iv}
- **Older Adults** are individuals over 65 years of age.

Geographic area includes the Transportation Planning Board (TPB) planning area and the Washington, DC-VA-MD Urbanized Area (see Figure 4-1). In instances where the Urbanized Area falls outside the TPB planning area only tracts associated with the Urbanized Area were included. As a result, the geographic area includes portions of Stafford County, VA, Anne Arundel County, MD, and Carroll County, MD.



Eight percent of residents lived below the poverty level in 2012 and an additional 11 percent were classified as low-income (see Table 4-1 and Figure 4-2). In the same year, 8 percent of persons had a disability and over 10 percent of people were 65 years of age and over. Poverty rate for persons with disabilities is almost twice that of the general population (see Figure 4-3). Individuals with Limited English Proficiency make up 11 percent of the population. Although not shown in the table, it is interesting to note that over 22 percent of the region's population is foreign born, which includes many recent immigrants to the region.

Figures 4-4 to 4-8 show the spatial locations of transportation-disadvantaged population groups in the region.

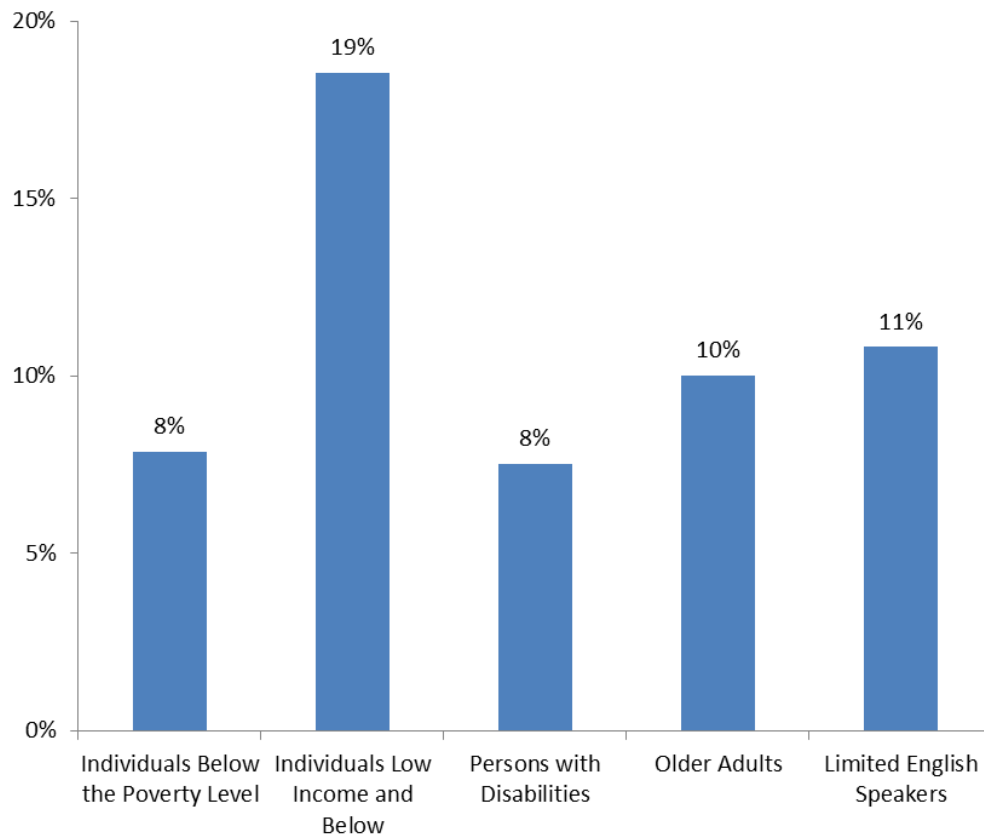
Table 4-1
Transportation-Disadvantaged Populations in the Washington Region, 2012

<i>Population Group</i>	<i>Washington Region</i>	<i>Percent of Region (1)</i>
Below the Poverty Level (2)	399,698	8%
Low Income or Below (3)	944,778	19%
Persons with Disabilities (4)	384,091	8%
Older Adults (65 and Over)	519,871	10%
Limited English Speakers (5)	522,761	11%
Total Population	5,187,252	

Source: 2008-2012 U.S. Census American Community Survey; numbers are for the TPB and Urbanized Area (see definition on page 2).

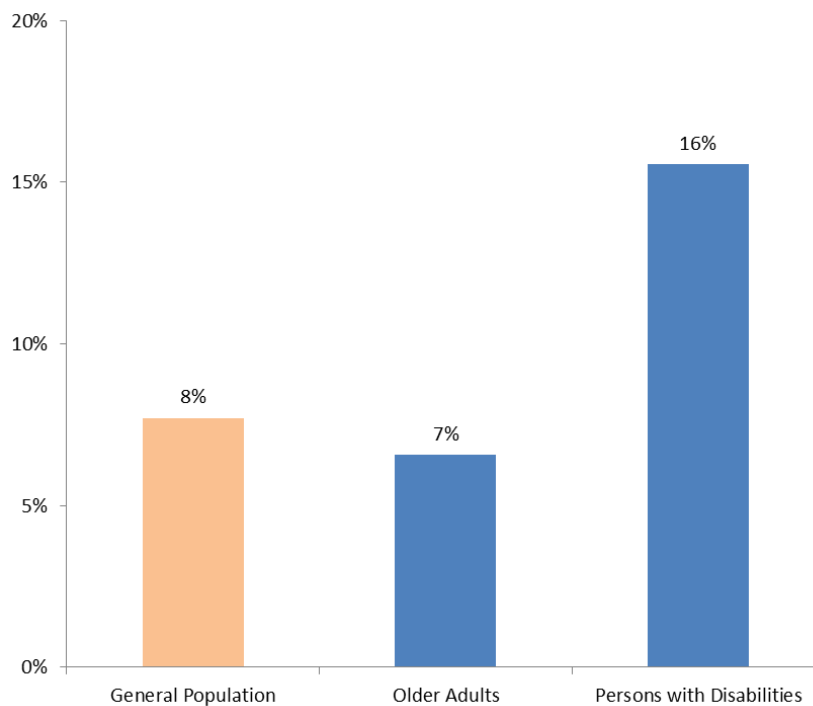
- (1) Due to each groups' unique sampling "Percent of Region" will not compute with Total Population.
- (2) Official poverty level depends on family size. For a family of four the poverty level is an annual income of \$22,000.
- (3) "Low-income" is commonly defined as income between 100 to 199 percent of the poverty level. For a family of four an annual income of \$44,000 or below is considered low income.
- (4) Includes individuals with a physical, sensory, and/or cognitive disability.
- (5) Limited English Proficiency includes individuals who speak English less than "very well."

Figure 4-2: Regional Demographic Profile of Transportation-Disadvantaged Populations in the Washington Region



Source: 2008-2012 U.S. Census American Community Survey; numbers are for the TPB and Urbanized Area.

Figure 4-3: Poverty Rates for Transportation Disadvantaged Groups



Source: 2008-2012 U.S. Census American Community Survey; numbers are for the TPB and Urbanized Area.

Figure 4-4.
Population Low-Income
and Below

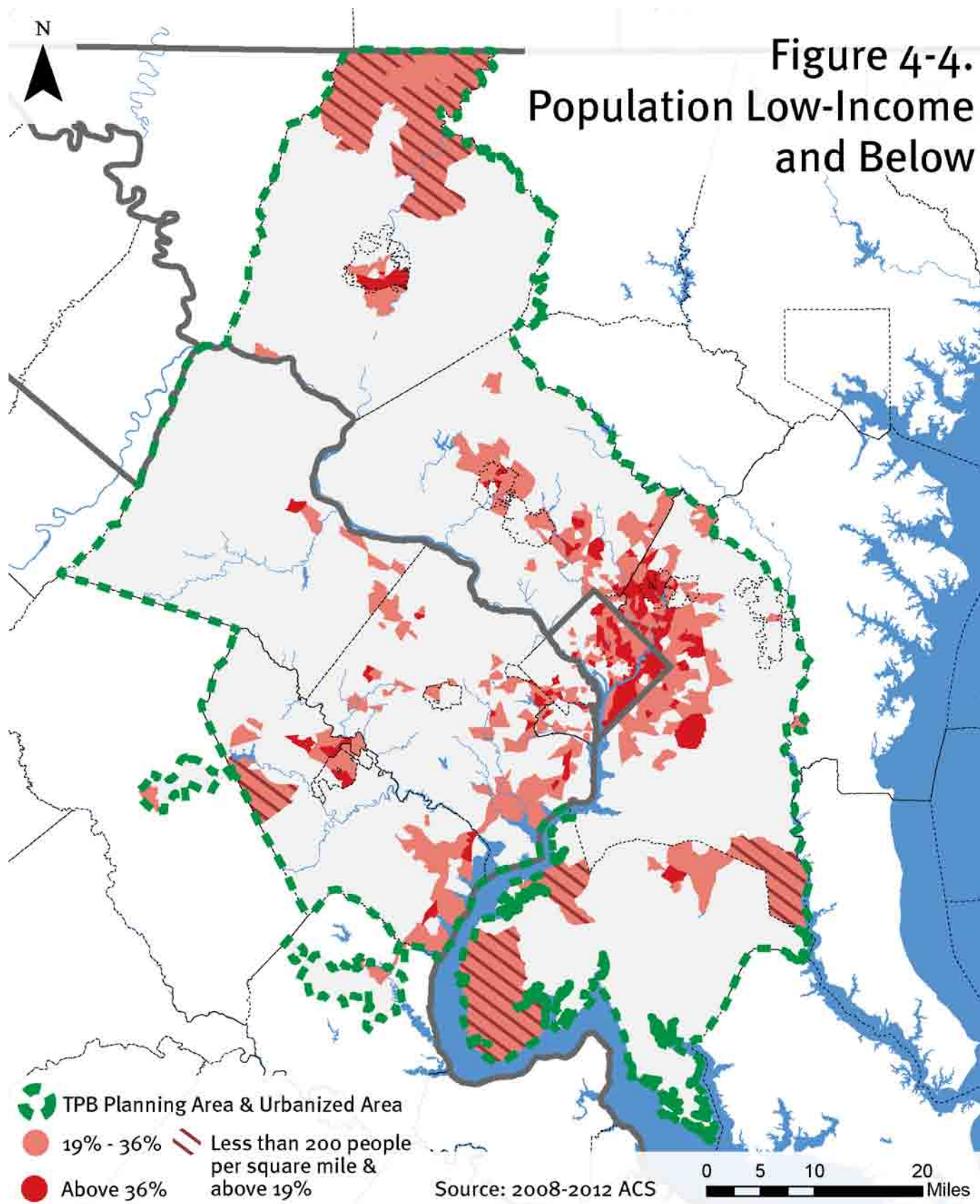


Figure 4-5.
Persons with Disability

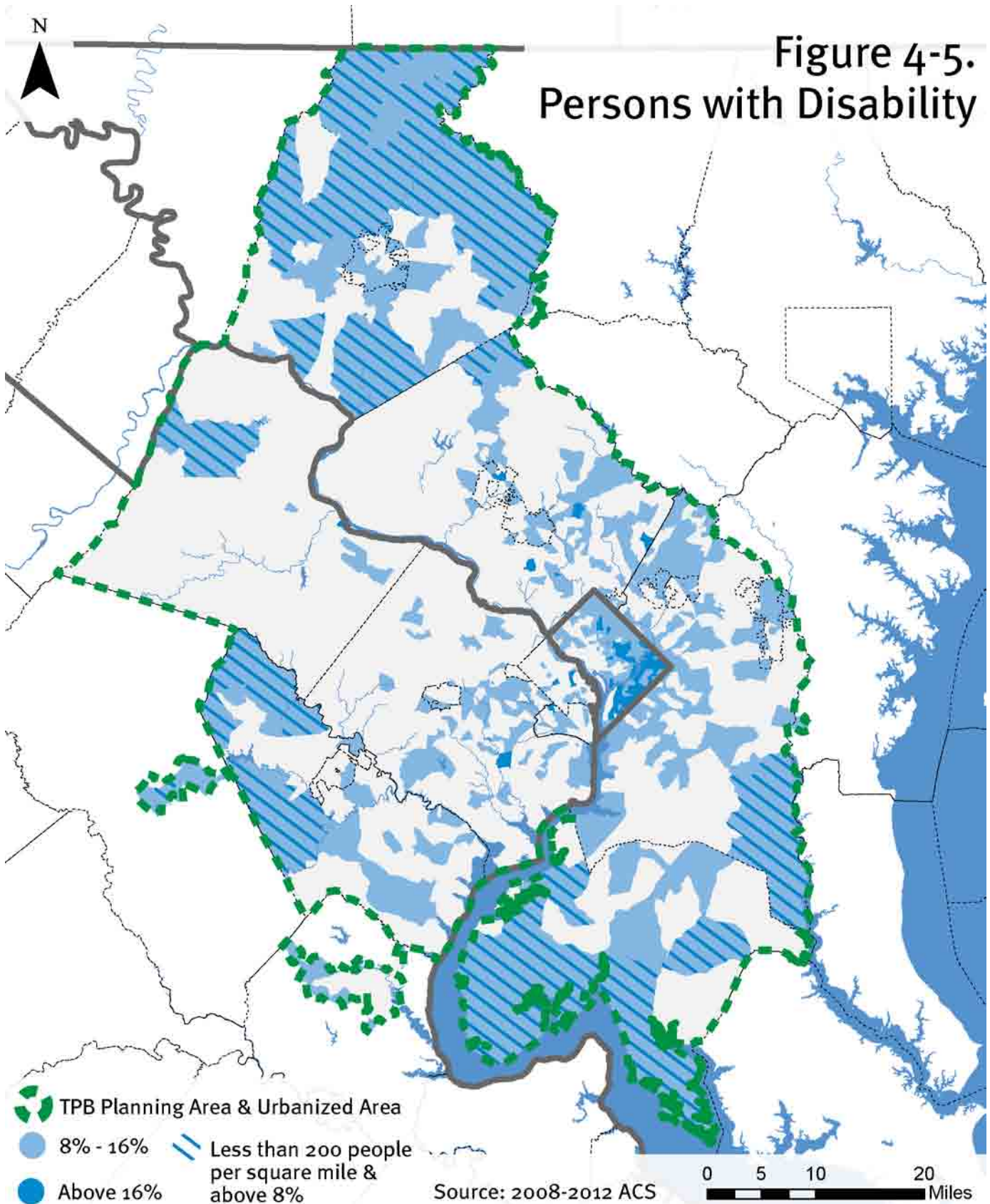


Figure 4-6.
Older Adult Population
(Over 65)

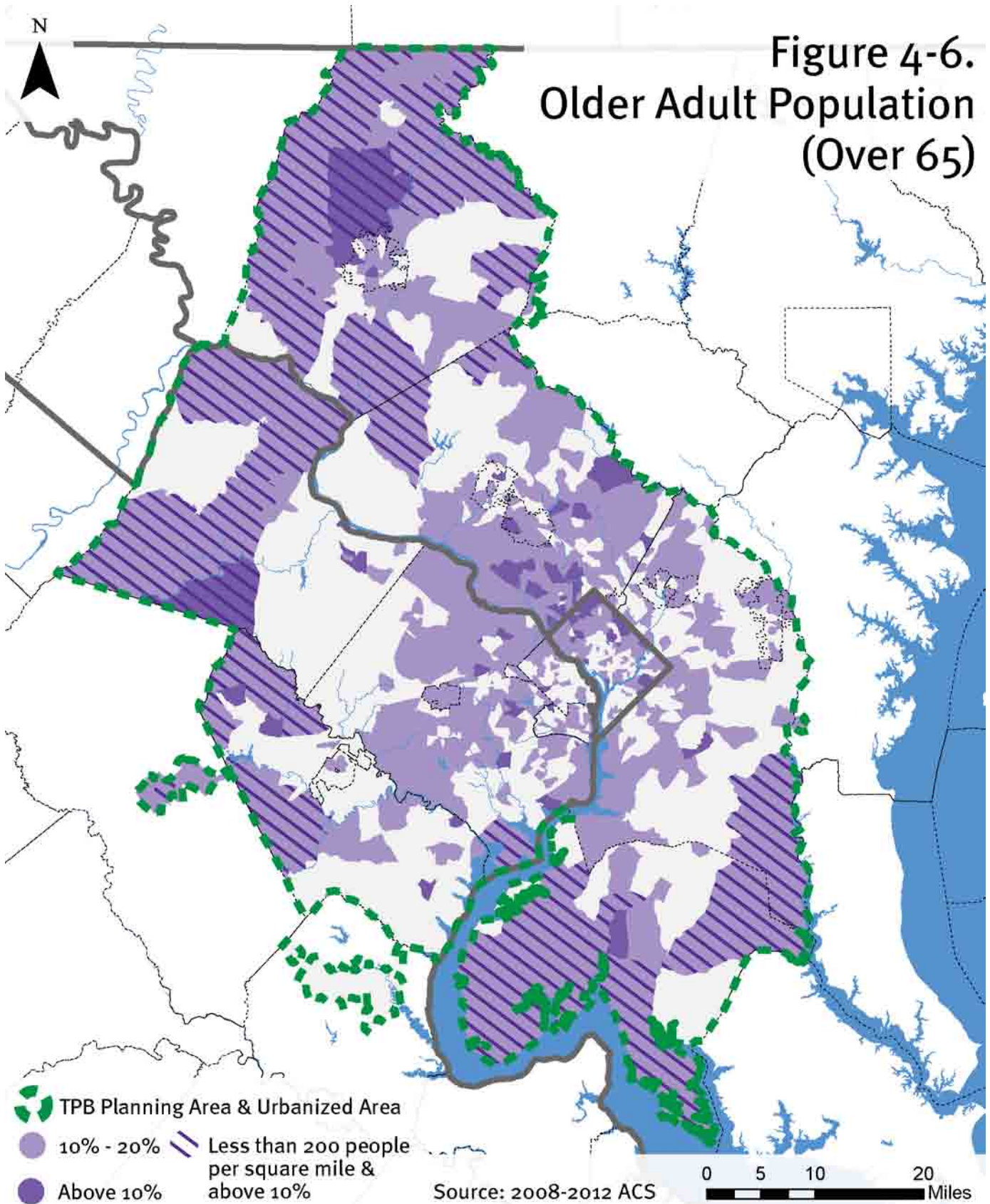
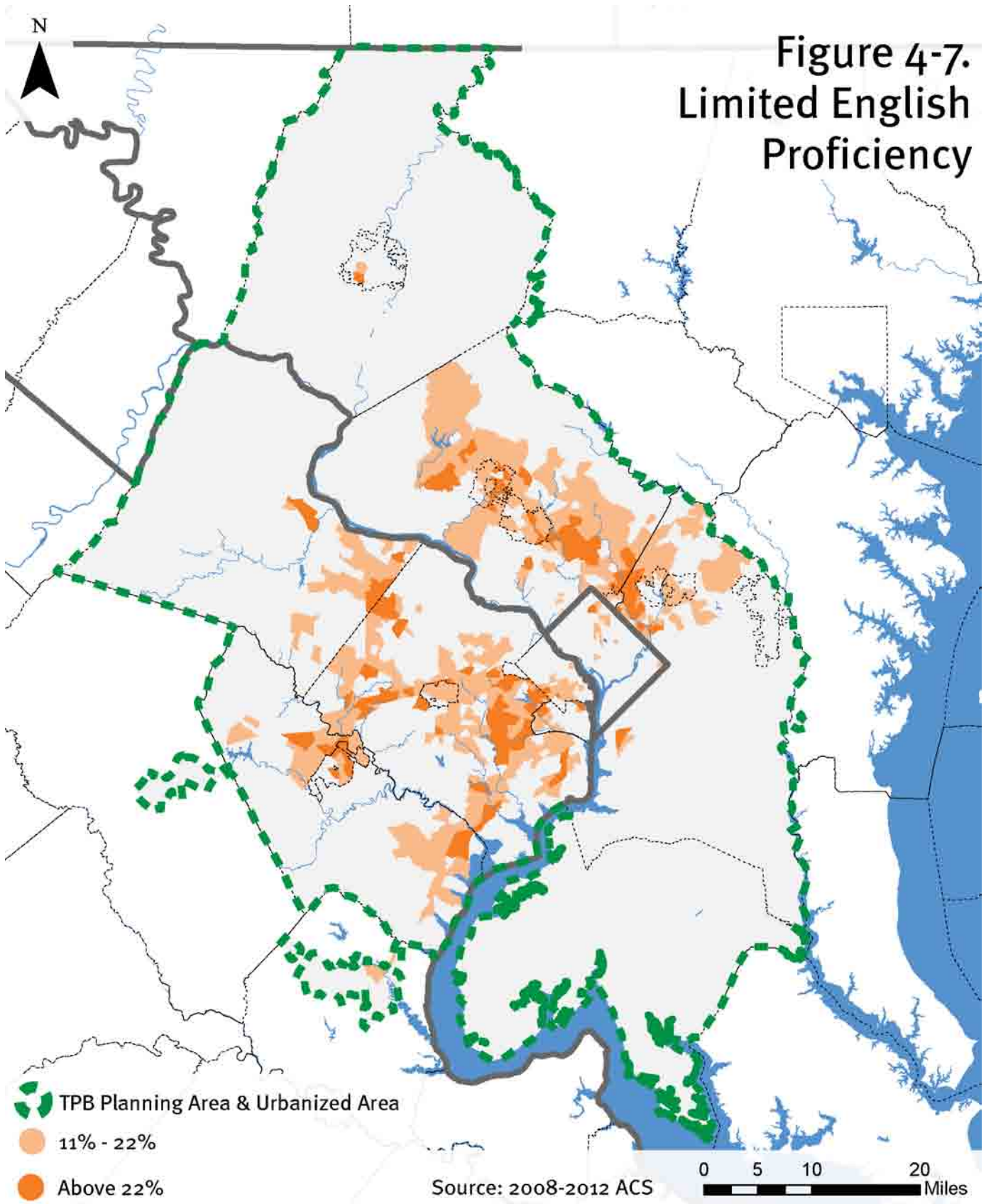


Figure 4-7.
Limited English
Proficiency



Endnotes

ⁱ U.S. Census. 2014. "Poverty thresholds." Accessed May 29, 2014. <http://www.census.gov/hhes/www/poverty/data/threshld/index.html>.

ⁱⁱ Low-income is commonly defined as income between 100 to 199 percent of the poverty level.

Short, Kathleen. November 2011. "The Research Supplemental Poverty Measure: 2010." U.S. Census. Accessed May 29, 2014. <http://www.census.gov/prod/2011pubs/p60-241.pdf>;

"Census shows 1 in 2 people are poor or low-income." December 15, 2014. Associated Press. Accessed May 29, 2014 via USA Today. <http://usatoday30.usatoday.com/news/nation/story/2011-12-15/poor-census-low-income/51944034/1>.

ⁱⁱⁱ Shin, Hyon B. and Rosalind Bruno. October 2003. "Language Use and English-Speaking Ability: 2000." U.S. Census. Pg. 2. Accessed May 29, 2014. <http://www.census.gov/prod/2003pubs/c2kbr-29.pdf>.

^{iv} Beginning with the 2008 ACS, the Census significantly revised the questions to determine disability. These changes affected the populations identified and it is not recommended to compare 2008 and newer figures to prior data, including 2000 Decennial. For more information, please see:

U.S. Census. "How Disability Data are Collected." American Community Survey. Accessed June 2, 2014. <http://www.census.gov/people/disability/methodology/acs.html>;

Cornell University. "What is the Census 2000 disability measurement issue?" Disability Statistics. Accessed June 2, 2014. <http://www.disabilitystatistics.org/faq.cfm#Q7>.

For detailed definitions of the six disability categories (Hearing, Vision, Cognitive, Ambulatory, Self-care, and Independent living difficulty) see: U.S. Census. 2012. "American Community Survey and Puerto Rico Community Survey; 2012 Definitions." Pg. 56-57. Accessed June 5, 2014.

http://www.census.gov/acs/www/Downloads/data_documentation/SubjectDefinitions/2012_ACSSubjectDefinitions.pdf

**Appendix 5: TPB Resolution Approving
Key Elements of the Update to the
Coordinated Human Service
Transportation Plan, July 16, 2014**

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION APPROVING THE KEY ELEMENTS OF THE UPDATE TO THE
COORDINATED HUMAN SERVICE TRANSPORTATION PLAN FOR THE NATIONAL
CAPITAL REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), COG, as the administrative agent for the TPB, served as the Designated Recipient for the JARC and New Freedom programs for the Washington DC-VA-MD Urbanized Area; and

WHEREAS, in July 2006 the TPB established the Human Service Transportation Coordination Task Force to oversee the development of a Coordinated Human Service Transportation Plan to guide funding decisions for three programs under SAFETEA-LU Job Access and Reverse Commute (JARC), New Freedom and the Elderly and Disabled Individual program; and

WHEREAS, since 2007, the TPB has facilitated seven project solicitations and selections that have resulted in 66 JARC and New Freedom grants totaling over \$25 million in Federal and matching funds; and

WHEREAS, the first Coordinated Plan, which included the framework for the competitive selection process of JARC and New Freedom grants, was adopted by the TPB at its regular meeting on April 18, 2007 (R22-2007); and

WHEREAS, an Update to the Coordinated Plan was adopted by the TPB at its regular meeting on December 19, 2009 (R13-2010); and

WHEREAS, MAP-21 created the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program to “improve mobility for seniors and individuals with disabilities ... by removing barriers to transportation services and expanding the transportation mobility options available”; and

WHEREAS, in June 2013 the Governor of Maryland, the Governor of Virginia and the Mayor of the District of Columbia designated COG, as the TPB’s administrative agent, the recipient of

the Enhanced Mobility program for the Washington, DC-VA-MD Urbanized Area.

WHEREAS, the Federal Transit Administration (FTA) issued final guidance for the Enhanced Mobility program on June 6, 2014 with FTA Circular 9070.1G; and

WHEREAS, FTA Circular 9070.1G requires that projects funded with the Enhanced Mobility program be included in or respond to strategies in a Coordinated Human Service Transportation Plan; and

WHEREAS, the five key elements of the Coordinated Plan are 1) an identification of unmet transportation needs of people with disabilities and older adults, 2) an inventory of existing transportation services for these population groups, 3) strategies for improved service and coordination, 4) priority projects for implementation, and 5) the framework for the competitive selection process; and

WHEREAS, the Coordinated Plan and subsequent updates were developed through a process that included participation by older adults, people with disabilities and representatives of public, private, and nonprofit transportation and human services providers; and

WHEREAS, the Human Service Transportation Coordination Task Force met five times between October 2013 and May 2014 to provide guidance on the update to the Coordinated Plan; and

WHEREAS, the Access for All Advisory Committee was invited to participate in the October 2013 and April 2014 Task Force meetings to provide input on the update to the Coordinated Plan; and

WHEREAS, on May 15 the Human Service Transportation Coordination Task Force concurred with the key elements of the update to the Coordinated Plan including the competitive selection criteria;

WHEREAS, on June 12 the key elements of the update of the Coordinated Plan were released for a 30-day public comment period that ended July 12; and

WHEREAS, the attached memorandum dated July 10, 2014 describes the key elements to the update to the Coordinated Plan, including the framework for the competitive selection process for the Enhanced Mobility program;

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the key elements for the update to the Coordinated Human Service Transportation Plan for the National Capital Region.

Approved by the Transportation Planning Board at its regular meeting on July 16, 2014.

**Appendix 6: TPB Resolution on the
Update to the Coordinated Plan
December 19, 2014
(TO BE INSERTED)**



TPB Human Service Transportation Coordination Program

Update to the Coordinated Human Service Transportation Plan

Transportation
Planning Board

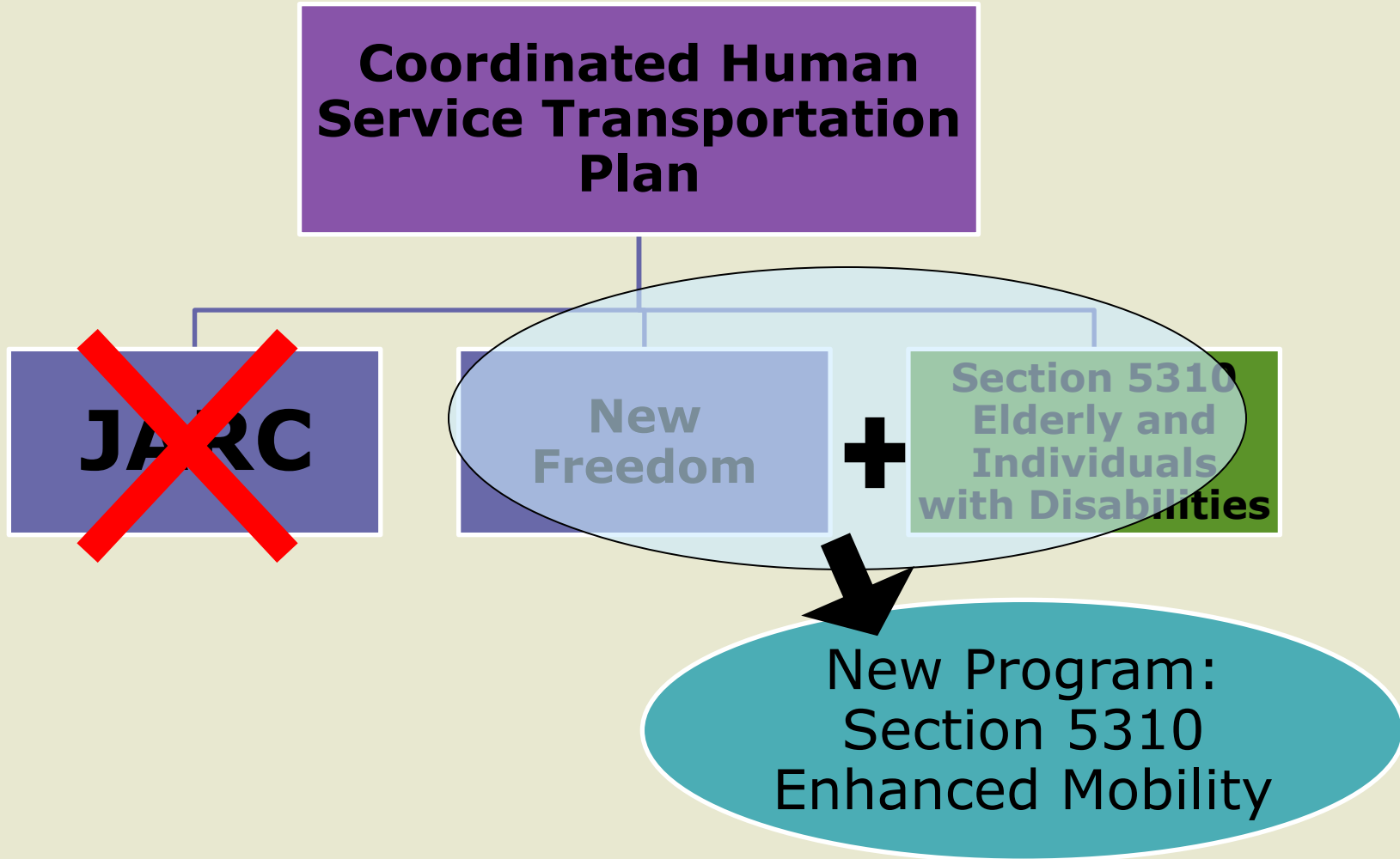
Item 8

November 19, 2014





MAP-21 Changes





The TPB's Coordinated Plan

- Update from 2009
- The Task Force met between October 2013 and May 2014 to update the key elements of the Plan



DRAFT

Coordinated
Human Service
Transportation
Plan for the
National Capital
Region



By

National Capital Region
Transportation Planning Board

Draft of October 31, 2014



Key Elements of the Coordinated Plan

Unmet Transportation Needs

Inventory of Existing Services

Strategies for Improved Service and Coordination

Priority Projects

Competitive Selection Criteria



Section 5310 Enhanced Mobility Seniors and Individuals with Disabilities Program

Goal: “Improve mobility for seniors and individuals with disabilities....by removing barriers to transportation services and expanding the transportation mobility options available”

- \$2.8 million annually in Federal \$
 - Match: 50/50 Operating; 80/20 Capital and Mobility Management
 - 55% must be spent on Capital or Mobility Management



Timeline

July 16: TPB Approved the Key Elements of the Update to the Coordinated Plan

August 28 to October 24: Solicitation for Enhanced Mobility Grant Applications

November 19: TPB Asked to Approve Full Coordinated Plan Document

January 21, 2015: TPB is asked to Approve Funding Recommendations from the Selection Committee



Questions?

ITEM 9 - Action
November 19, 2014

Approval of Final Call for Projects and Schedule for the Air Quality Conformity Analysis of the 2015 CLRP and FY 2015-2020 TIP

Staff Recommendation: Approve the final call for projects document for the 2015 CLRP and FY 2015-2020 TIP for distribution to state, regional, and local agencies.

Issues: None

Background: At the October 15 meeting, the Board was briefed on the draft call for projects document and schedule for the air quality conformity analysis of the 2015 CLRP and FY 2015-2020 TIP.



Financially Constrained
**Long-Range
Transportation Plan**
For the National Capital Region

CLRP
2015
UPDATE

CALL FOR PROJECTS

Solicitation for New Projects and Changes to Existing Projects
for Inclusion in the 2015 CLRP Update and FY 2015-2020 TIP



Alternative formats of this publication can be made available.

Phone: 202.962.3300 or 202-962.3213 (TDD)

Email: accommodations@mwkog.org. For details: www.mwkog.org.

CONTENTS

EXECUTIVE SUMMARY	3
INTRODUCTION	7
Overview of the Regional Policy Framework and Federal Requirements	7
Relationship between the Plan and TIP	8
Schedule for the 2015 CLRP AND the FY 2015-2020 TIP	9
SECTION 1: REGIONAL POLICY FRAMEWORK	10
The TPB Vision	10
The Regional Transportation Priorities Plan	11
Additional Policy Context	12
The Region’s Greatest Needs	12
SECTION 2: FEDERAL REQUIREMENTS	13
Air Quality Conformity	13
Financial Constraint	14
Non-Discrimination and Equity (Title VI and Environmental Justice)	15
Congestion Management Documentation	16
Other Federal Requirements	17
Consideration of Federal Planning Factors	17
Public Participation	18
Interagency Consultation	18
Environmental Mitigation Discussion	18
Freight Planning Considerations	18
Annual Listing of Projects	19
Performance-Based Planning	19
SECTION 3: PROJECT SUBMISSION INSTRUCTIONS	20
The Online Database for the CLRP, TIP and air quality Conformity inputs	20
CLRP Project Description Form Instructions	21
TIP Project Description Form Instructions	26
Air Quality Conformity Input Instructions	28
Congestion Management Documentation Form for SOV Projects	29
Sample Forms	30



Financially Constrained
**Long-Range
Transportation Plan**
For the National Capital Region

CLRP 2015 UPDATE

CALL FOR PROJECTS

Solicitation for New Projects and Changes to Existing Projects
for Inclusion in the 2015 CLRP Update and FY 2015-2020 TIP

2015 CALL FOR PROJECTS

The 2015 Call for Projects is a broad solicitation for any new projects that area transportation agencies wish to submit for inclusion in the 2015 update of the region's Constrained Long-Range Transportation Plan (CLRP), or for changes to any projects already in the plan.

ELIGIBLE AGENCIES Municipal, county, state, regional, and federal agencies with the fiscal authority to fund transportation projects.

ELIGIBLE PROJECTS Any project deemed regionally significant for air quality purposes. This typically means any project that adds or removes highway or transit capacity. Agencies may also submit any other projects they wish to highlight at the regional level.

SUBMISSION DEADLINE Descriptions for new projects and updates to information for projects already in the plan are due December 12, 2014. Descriptions must include cost estimates and identification of available funding. Additional information, including required Congestion Management documentation, is due April 3, 2015.

The TPB strongly encourages agencies to consider regional goals, priorities, and needs as they develop and select projects to submit for inclusion.

THE ANNUAL CLRP UPDATE

Each year, the TPB updates the CLRP to include new projects that area transportation agencies expect to build, operate, and maintain over the next 20 to 30 years. The TPB also invites changes to projects already in the plan.

The projects submitted for inclusion in the CLRP have been developed by local, state, and/or regional agencies consistent with local plans and with input from the public.

Under federal law, the CLRP can only include those projects for which funding is "reasonably expected to be available." As such, it paints a picture of the future transportation system that the region currently expects to be able to afford.

UPDATING THE TIP

Every two years, the TPB also updates the region's six-year Transportation Improvement Program (TIP). The TIP identifies those projects from the CLRP which are expected to receive funding for planning, engineering, or construction within the next six years.

The most recent update of the TIP occurred in 2014. Projects that need to be added to the TIP this year will be added as amendments to the adopted FY 2015-2020 TIP.

For a list of all projects currently in the CLRP and/or TIP, please visit www.mwco.org/clrp/projects.

THINK REGIONALLY, ACT LOCALLY

Agencies should consider regional goals, priorities, and needs when developing and selecting projects to submit for inclusion in the CLRP.

TPB VISION: REGIONAL GOALS, OBJECTIVES, & STRATEGIES

The TPB Vision, adopted by the TPB in 1998, provides a comprehensive set of policy goals, objectives, and strategies to help guide transportation planning and investment decisions in the Washington region.

The Vision is the official policy element of the CLRP and was developed collaboratively by TPB members and technical staff from throughout the region.

1. **Provide reasonable access at reasonable cost to everyone.**
2. **Promote a strong regional economy, including a healthy core and dynamic Activity Centers.**
3. **Prioritize management, performance, maintenance, and safety of all modes and facilities.**
4. **Use the best available technology to maximize system effectiveness.**
5. **Enhance and protect the region's natural environmental quality, cultural and historic resources, and communities.**
6. **Achieve better interjurisdictional coordination of transportation and land use planning.**
7. **Achieve one or more enhanced funding mechanisms to support regional transportation priorities.**
8. **Support options for international and interregional travel and commerce.**

www.mwcog.org/TPBvision

REGIONAL PRIORITIES: MAINTENANCE, FAIRNESS, & EFFICIENCY



The Regional Transportation Priorities Plan, adopted by the TPB in January 2014, focuses attention on a handful of transportation strategies with the greatest potential to advance regional goals rooted in the TPB Vision.

The priorities, summarized below, were identified through a combination of technical analysis, stakeholder input, and public outreach.

Meet Our Existing Obligations

Funding for maintenance and state-of-good-repair needs should continue to be prioritized over system expansion.

Strengthen Public Confidence & Ensure Fairness

Efforts to increase accountability and address the needs of transportation-disadvantaged individuals should be considered in all stages of project planning, design, and implementation.

Move More People & Goods More Efficiently

Projects should seek to alleviate congestion and crowding and accommodate future growth as efficiently as possible, with a focus on multimodal approaches and concentrating future growth in mixed-use Activity Centers.

www.mwcog.org/PrioritiesPlan

FEDERAL REQUIREMENTS

Development of the CLRP is governed by a number of federal requirements which must be met in order for the plan to be approved and for federal transportation dollars to continue flowing to the region.

Air Quality Conformity

Under the CLRP, future vehicle-related emissions of four common air pollutants must remain below regional emissions budgets approved by the EPA.

Financial Constraint

Sufficient funding from existing or anticipated revenue sources must be reasonably expected to be available to build, operate, and maintain the region's transportation system.

Non-Discrimination & Equity

Transportation planning and funding decisions must not have disproportionate impacts on transportation-disadvantaged populations, including persons with disabilities and individuals with low incomes.

Congestion Management Documentation

The TPB must undertake efforts to identify the location, extent, and severity of congestion in the region for the purpose of identifying alternative ways to use existing and future transportation facilities efficiently and effectively.

Other Requirements

- Consideration of Federal Planning Factors
- Public Participation
- Interagency Consultation
- Environmental Mitigation Discussion
- Freight Planning Considerations

For the list of all federal requirements, see the full 2015 CLRP Call for Projects document at www.mwcog.org/CLRP2015.

Agencies will specifically be asked to note how the projects they submit help support or advance these goals, priorities, and needs.

ADDITIONAL POLICY CONTEXT

The following policy documents and studies, developed by the TPB or together with other regional policy committees, provide additional context to guide planning and decision making.

- **National Capital Region Climate Change Report (2008)**
- **Region Forward: A Comprehensive Guide for Regional Planning and Measuring Progress in the 21st Century (2010)**
- **CLRP Aspirations Scenario (2010)**
- **“What Would It Take?” Scenario Study (2010)**

These policy documents and studies focus attention on additional policy goals for the transportation sector, including reducing vehicle-related greenhouse gas emissions. And, while the region has achieved significant reductions in vehicle-related emissions of various pollutants in recent decades, tougher new federal air quality standards, which are expected in the next couple of years, are likely to require further reductions.

THE REGION’S GREATEST NEEDS

In developing and selecting projects to submit for inclusion in the 2015 CLRP, agencies should give priority to projects that address the following regional needs.

- **Reduce congestion on the roadway and/or transit system**
- **Improve the operational efficiency of the existing roadway and/or transit system**
- **Provide high-quality transportation options between and/or within Activity Centers**
- **Reduce vehicle-miles traveled (VMT) per capita**
- **Reduce emissions of criteria pollutants**
- **Reduce emissions of greenhouse gases**
- **Increase use of travel modes other than driving alone**



PUBLIC INVOLVEMENT

Projects submitted for inclusion in the CLRP have been developed by local, state, and/or regional agencies with input from the public. Additional public involvement opportunities occur during the annual CLRP update process.

GETTING INVOLVED LOCALLY

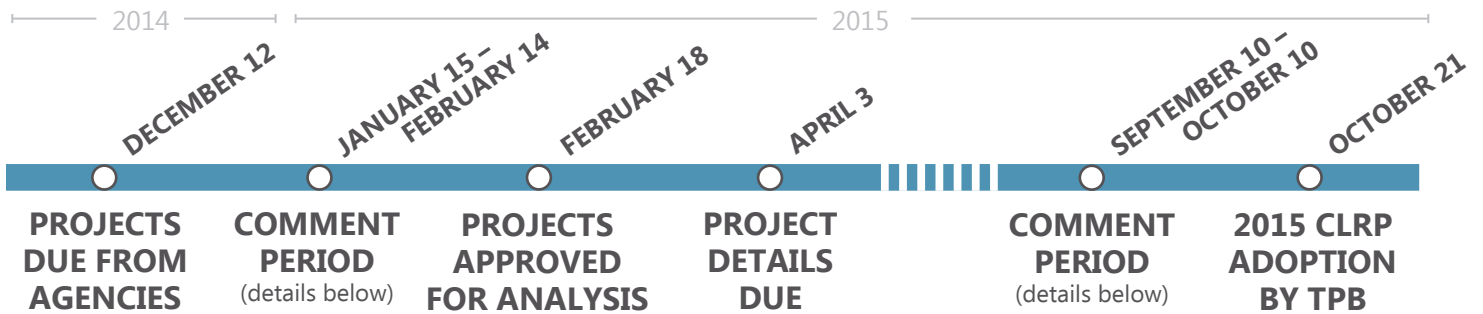
Transportation decisions in our region are made every day at many different levels of government. Those decisions help shape the projects submitted for inclusion in the CLRP.

The first timely opportunity for effective public input is during the local project development process, when ideas for future improvements are first being conceived and refined. The comment periods included as part of the CLRP update process provide additional opportunities to provide input.

Learn more about transportation planning in your community at TransportationPlanningHub.org.



SCHEDULE FOR DEVELOPMENT & ADOPTION OF THE 2015 CLRP UPDATE



DEADLINES FOR AGENCIES

To submit new projects or changes to existing projects, designated agency representatives must complete project description forms and provide inputs for the Air Quality Conformity Analysis.

DEADLINE 1: DECEMBER 12, 2014

Complete online project description forms and Air Quality Conformity Input information for projects deemed regionally significant for air quality purposes.

DEADLINE 2: APRIL 3, 2015

Provide all other required project information, including Congestion Management Documentation, for regionally significant projects.

To submit required project information online, please visit <http://itip.mwcog.org>.

For the complete 2015 CLRP update schedule, see insert or visit www.mwcog.org/CLRP2015.

COMMENT PERIODS

The 2015 CLRP update will include two 30-day comment periods during which the public and any TPB member or stakeholder can submit comments on the plan update.

JANUARY 15 – FEBRUARY 14, 2015

Comment on the projects submitted for inclusion in the 2015 CLRP update. The comment period takes place before the projects are included in the federally required Air Quality Conformity Analysis.

SEPTEMBER 10 – OCTOBER 10, 2015

Comment on the draft 2015 CLRP update, the results of the Air Quality Conformity Analysis, and any of the associated analyses of the 2015 CLRP update prior to adoption by the TPB.

To submit comments on the 2015 CLRP update, please visit www.mwcog.org/TPBcomment.

ABOUT THE TPB

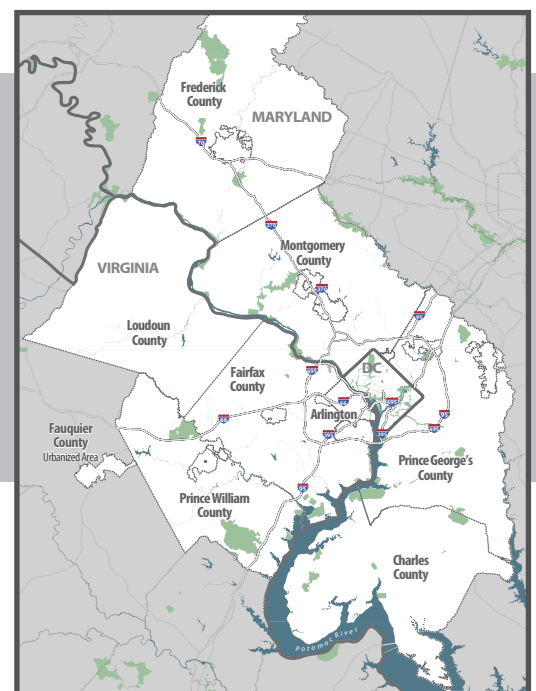
The National Capital Region Transportation Planning Board (TPB) is the metropolitan planning organization (MPO) for the Washington region. The TPB is responsible for directing the continuing transportation planning process carried out cooperatively by the states and the local communities in the region. The TPB is staffed by the Department of Transportation Planning of the Metropolitan Washington Council of Governments.

ACCESSIBILITY

Alternative formats of this publication can be made available. Please call 202.962.3300 or 202.962.3213 (TDD), email accommodations@mwcog.org, or visit www.mwcog.org.



National Capital Region Transportation Planning Board
 Metropolitan Washington Council of Governments
 777 N. Capitol St., NE, Ste. 300
 Washington, DC 20002
 202-962-3200 www.mwcog.org



INTRODUCTION

The National Capital Region Transportation Planning Board (TPB), the designated Metropolitan Planning Organization (MPO) for the Washington region, has responsibilities for both long-term transportation planning covering the next two to three decades (the Financially Constrained Long Range Transportation Plan or CLRP) and short-term programming of projects covering the next six years (the Transportation Improvement Program or TIP). The planning horizon for the plan is from 2015 to 2040. The plan identifies transportation projects, programs and strategies that can be implemented by 2040, within financial resources “reasonably expected to be available.”

Purpose of this Document

This document is a broad solicitation for projects and programs to be included in the 2015 Plan and the FY 2015-2020 TIP. Individual counties, municipalities and state and federal agencies with the fiscal authority to fund transportation projects are invited to submit projects in response to the solicitation. The purpose of this document is to:

1. Describe the regional policy framework that should guide project development and selection;
2. Review federal requirements related to the Plan and TIP; and
3. Explain the project submission process for the Plan and the TIP.

OVERVIEW OF THE REGIONAL POLICY FRAMEWORK AND FEDERAL REQUIREMENTS

The Plan and TIP should address the regional policy framework, the central element of which is the TPB Vision, as well as meet certain federal requirements. Together, the regional policy framework and the federal requirements make up the key criteria for the development of the Plan and TIP, as summarized in Figure 1 on the next page. The eight policy goals in the TPB Vision can be found on page 8.

The Plan and TIP must also meet federal requirements involving financial constraint, air quality conformity, public participation, a Congestion Management Process (CMP), non-discrimination and equity (Title VI and environmental justice), and other requirements. A financial plan must show how the updated long-range plan can be implemented with expected revenues. The plan and TIP need to demonstrate financial constraint and conformity with air quality standards set forth by the Environmental Protection Agency (EPA).

PLANNING REGULATIONS

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users or SAFETEA-LU became law in 2005 and the U.S. Department of Transportation issued final regulations for Metropolitan Transportation Planning on February 14, 2007. MAP-21 or Moving Ahead for Progress in the 21st Century is the successor to SAFETEA-LU and was signed into law on July 6, 2012. Federal planning regulations based on this law are under development and are

expected to be released within the next year. Until such time, the 2007 regulations remain in effect unless otherwise specified in MAP-21.

Some of the basic requirements pertaining to the CLRP and TIP process have remained unchanged between SAFETEA-LU and MAP-21, including:

- The Plan and TIP must still be updated every four years. The 2014 CLRP was a major Plan update with a new financial plan.
- A Congestion Management Process (CMP) is still required. The Congestion Management Process is a systematic set of actions to provide information on transportation system performance, and to consider alternative strategies to alleviate congestion, enhancing the mobility of persons and goods. MAP-21 enhances congestion and reliability monitoring and reporting.
- Eight federal planning factors to consider during Plan and TIP development. The TPB Vision incorporates all eight planning factors; security is addressed implicitly.
- During the development of the long-range plan, the TPB and state implementing agencies will have to consult with agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, airport operations and freight movements on projects in the Plan. The Plan must include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included.

Figure 1: Key Criteria for Developing the Plan and TIP

Regional Policy Framework:	Federal Requirements
<ul style="list-style-type: none"> • The TPB Vision • The Regional Transportation Priorities Plan • Additional Policy Context 	<ul style="list-style-type: none"> • Financial Constraint • Air Quality Conformity • Non-Discrimination and Equity • Environmental Mitigation • Congestion Management Process

RELATIONSHIP BETWEEN THE PLAN AND TIP

The TPB is responsible for preparing a program for implementing the plan using federal, state, and local funds. This document, known as the TIP, provides detailed information showing what projects are eligible for funding and implementation over a six-year period. Like the Plan, the TIP needs to address the TPB Vision and federal requirements. The TIP includes portions, or phases, of projects selected for implementation from the Plan. While the entire project is described in the Plan, in many instances only a portion of the project is included in the six-year TIP. The Plan is reviewed every year and the TIP is updated every two years. Under federal requirements the Plan and TIP must be updated at least every four years.



SCHEDULE FOR THE 2015 CLRP AND THE FY 2015-2020 TIP

2014	October 15*	TPB is briefed on the draft Call for Projects document and summary brochure.
	November 19	TPB releases final Call for Projects. Transportation agencies begin submitting project information through online database.
	December 12	DEADLINE: Transportation agencies complete online submission of draft project inputs.
2015	January 9	Technical Committee reviews draft CLRP & TIP project submissions and draft Scope of Work for the Air Quality Conformity Analysis.
	January 15	CLRP & TIP project submissions and draft Scope of Work released for 30-day comment period.
	January 21*	TPB is briefed on project submissions and draft Scope of Work.
	February (TBD)	TPB staff briefs Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) on submissions and Scope of Work.
	February 14	Comment period ends.
	February 18*	TPB reviews comments and is asked to approve project submissions and draft Scope of Work.
	April 3	DEADLINE: Transportation agencies finalize CLRP forms (including Congestion Management Documentation forms where needed) and amendments to the FY 2015-2020 TIP. Submissions must not impact conformity inputs. Note that the deadline for changes affecting conformity inputs was February 18, 2015.
	September 4	Technical Committee reviews draft CLRP & TIP and Conformity Analysis.
	September 10	Draft CLRP & TIP and Conformity Analysis are released for 30-day comment period at Citizens Advisory Committee (CAC) meeting. CLRP Performance Analysis and Regional Priorities Plan Assessment are also published.
	September 16*	TPB is briefed on the draft CLRP & TIP and Conformity Analysis.
September (TBD)	TPB staff briefs MWAQC TAC on the draft CLRP & TIP and Conformity Analysis.	
October 10	Comment period ends.	
October 21*	TPB reviews comments and responses to comments, and is presented with the draft CLRP & TIP and Conformity Analysis for adoption.	

*Regular monthly TPB meeting

SECTION 1: REGIONAL POLICY FRAMEWORK

The TPB Vision and the Regional Transportation Priorities Plan make up the regional policy framework meant to help guide transportation planning and decision-making in the Washington region. A small number of other TPB and COG policy documents and studies provide additional policy context. The TPB strongly encourages agencies to consider this regional policy framework as they develop and select projects to submit for inclusion. The regional policy framework will be used to review and assess the projects and programs under consideration for inclusion in the Plan and TIP.

THE TPB VISION

To guide the planning and implementation of transportation strategies, actions, and projects for the National Capital Region the TPB adopted the Vision in October 1998 that includes a comprehensive set of policy goals, objectives, and strategies. The TPB Vision incorporates the eight planning factors specified in current federal regulations; security is addressed implicitly. The eight planning factors are provided in Section 2.

Vision Statement

In the 21st Century, the Washington metropolitan region remains a vibrant world capital, with a transportation system that provides efficient movement of people and goods. This system promotes the region's economy and environmental quality, and operates in an attractive and safe setting—it is a system that serves everyone. The system is fiscally sustainable, promotes areas of concentrated growth, manages both demand and capacity, employs the best technology, and joins rail, roadway, bus, air, water, pedestrian and bicycle facilities into a fully interconnected network.

The Vision Goals

1. The Washington metropolitan region's transportation system will provide **reasonable access at reasonable cost** to everyone in the region.
2. The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a **healthy regional core and dynamic regional activity centers** with a mix of jobs, housing and services in a walkable environment.
3. The Washington metropolitan region's transportation system will **give priority to management, performance, maintenance, and safety** of all modes and facilities.
4. The Washington metropolitan region will use the **best available technology** to maximize system effectiveness.
5. The Washington metropolitan region will plan and develop a transportation system that enhances and **protects the region's natural environmental quality, cultural and historic resources**, and communities.
6. The Washington metropolitan region will achieve better **inter-jurisdictional coordination of transportation and land use** planning.

7. The Washington metropolitan region will achieve an **enhanced funding mechanism(s) for regional and local transportation system priorities** that cannot be implemented with current and forecasted federal, state, and local funding.
8. The Washington metropolitan region will **support options for international and interregional travel** and commerce.

THE REGIONAL TRANSPORTATION PRIORITIES PLAN

The Regional Transportation Priorities Plan, adopted by the TPB in January 2014, is the other main element of the TPB's regional policy framework. It is meant to focus attention on a limited number of specific strategies with the greatest potential to advance regional goals rooted in the TPB Vision.

The top priority identified in the Priorities plan is proper maintenance of the region's transportation system. The plan says that a well-maintained system is vital to ensuring traveler safety and in laying the groundwork for future improvements.

The Priorities Plan also calls attention to strategies to strengthen public confidence and ensure greater fairness throughout the region, mainly through efforts to improve accountability, efficiency, and accessibility during project planning, design, and implementation.

Finally, the Priorities Plan calls for a greater focus on moving more people and goods more efficiently, with an emphasis on promoting concentrated development in Activity Centers and providing more non-auto travel choices for more people.

The Priorities Plan was developed over the course of nearly three years with the help of technical analysis, stakeholder input, and public outreach. The TPB approved the Scope and Process for development of the plan in July 2011. Stakeholder listening sessions and a public forum held in 2012 helped evaluate an early draft of regional challenges and strategies. An online survey of a representative sample of the region's residents in 2013 helped identify strategies that the public were likely to support.

Regional Priorities Identified in the Regional Transportation Priorities Plan

Meet Our Existing Obligations: Funding for maintenance and state-of-good-repair needs should continue to be prioritized over system expansion.

Strengthen Public Confidence and Ensure Fairness: Efforts to increase accountability and address the needs of historically transportation-disadvantaged populations should be considered in all stages of project planning, design, and implementation.

Move More People and Goods More Efficiently: Improvements to the transportation system should seek to do more with less—to make more efficient use of existing infrastructure and promote greater use of more efficient travel modes for both people and goods.

ADDITIONAL POLICY CONTEXT

A number of other TPB and COG policy documents and studies provide additional policy context for the development and selection of projects to submit for inclusion in the Plan:

- National Capital Region Climate Change Report (2008)
- Region Forward: A Comprehensive Guide for Regional Planning and Measuring Progress in the 21st Century (2010)
- CLRP Aspirations Scenario (2010)
- “What would It Take?” Scenario Study (2010)

These policy documents and studies focus attention on additional policy goals for the transportation sector, including reducing vehicle-related greenhouse gas emissions. And, while the region has achieved significant reductions in vehicle-related emissions of various pollutants in recent decades, tougher new federal air quality standards, which are expected in the next couple of years, are likely to require further reductions.

THE REGION’S GREATEST NEEDS

In developing and selecting projects to submit for inclusion in the 2015 CLRP, agencies should give priority to projects that address the following regional needs:

- Reduce congestion on the roadway and/or transit system
- Improve the operational efficiency of the existing roadway and/or transit system
- Provide high-quality transportation options between and/or within Activity Centers
- Reduce vehicle-miles traveled (VMT) per capita
- Reduce emissions of criteria pollutants
- Reduce emissions of greenhouse gases
- Increase use of travel modes other than driving alone

Agencies will be asked to note how the projects they submit help support or advance these goals, priorities, and needs on the CLRP project description form.

SECTION 2: FEDERAL REQUIREMENTS

AIR QUALITY CONFORMITY

The Clean Air Act Amendments (CAAA) of 1990 require that the transportation actions and projects in the CLRP and TIP support the attainment of the federal health standards. The Washington area is currently in a nonattainment status for ozone and fine particles standards (PM_{2.5}, or particulate matter less than or equal to 2.5 micrometers in diameter). The CLRP and TIP must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 14, 2012, and (3) as detailed in periodic FHWA / FTA and EPA guidance.

BACKGROUND

Ozone Season Pollutants (VOC and NO_x)

On May 21, 2012 EPA designated the Washington, DC-MD-VA region as a marginal nonattainment area for the 2008 ozone National Ambient Air Quality Standards (NAAQS). Until new mobile budgets are developed, the region must adhere to those currently approved by EPA under the old 1997 standard. The currently approved budgets for VOC and NO_x were submitted to the EPA by the Metropolitan Washington Air Quality Committee (MWAQC) in 2007, as part of an 8-hour ozone SIP, responding to the 1997 Ozone Standard. On February 7, 2013 EPA found adequate the 2009 Attainment and 2010 Contingency budgets included in this SIP. The budgets are 66.5 tons/day of Volatile Organic Compounds (VOC) and 146.1 tons/day of Nitrogen Oxides (NO_x) for the 2009 Attainment Plan and 144.3 tons/day of NO_x for the 2010 Contingency Plan.

Fine Particles (PM_{2.5}) Pollutants

On December 17, 2004 EPA designated the Washington, DC-MD-VA region as nonattainment for the 1997 Fine Particles Standard. PM_{2.5} standards refer to particulate matter less than or equal to 2.5 micrometers in diameter. On January 12, 2009, EPA determined that the region had attained the 1997 PM_{2.5} NAAQS and issued a clean data determination for the area. On May 22, 2013 MWAQC approved a PM_{2.5} Resignation Request and Maintenance Plan for the Washington region. This Maintenance Plan includes forecast year mobile budgets for direct PM_{2.5} and Precursor NO_x. Until these mobile budgets are found adequate or are approved by EPA, the region will assess conformity based on a test that shows emissions in forecast year scenarios are no greater than those in a 2002 base.

CURRENT STATUS

As part of the conformity analysis of the 2015 CLRP, projected emissions for the actions and projects will need to be estimated for the following forecast years: 2015, 2017, 2020, 2025, 2030, and 2040. If the analysis of mobile source emissions for any of these years shows an increase in pollutants above what is allowed, it will be necessary for the TPB to define and program transportation emission reduction measures (TERMs) to mitigate the excess emissions,

as has been done in the past. The TPB Technical Committee's Travel Management Subcommittee will develop a schedule for submittal and analysis of candidate TERM proposals for potential inclusion in the 2014 CLRP for the purpose of NOx, VOC, or PM2.5 emissions mitigation. Should emissions analysis for any forecast year indicate excess emissions which cannot be mitigated, TPB's programming actions would become limited to those projects which are exempt from conformity.

FINANCIAL CONSTRAINT

UPDATING THE PLAN

The following financial requirements for the Plan are based upon the current federal planning regulations and MAP-21 requirements.

The long-range Plan must include a financial plan that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the cost of implementing proposed transportation system improvements. The plan must compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation use, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system over the period of the plan.

The estimated revenue by existing revenue source (Federal, State, local and private) available for transportation projects must be determined and any shortfalls shall be identified. Proposed new revenue and/or revenue sources to cover shortfalls must be identified, including strategies for ensuring their availability for proposed investments. Existing and proposed revenues shall cover all forecasted capital, operating, and maintenance costs. All revenue and cost estimates must use an inflation rate(s) to reflect "year of expenditure dollars" based upon reasonable financial principles and information developed cooperatively by the MPO, States and public transportation operators.

The Financial Analysis for the 2014 CLRP was adopted by the TPB in October 2014. This financial analysis produced the same financial "big picture" as in the 2010 analysis; the majority of currently anticipated future transportation revenues will continue to be devoted to the maintenance and operation of the current transit and highway systems. More information about the current financial plan is available at www.clrp.mwcog.org/elements/financial.

Agencies should review the timing, costs and funding for the actions and projects in the Plan, ensuring that they are consistent with the "already available and projected sources of revenues." Significant changes to the projects or actions in the current plan should be identified. New projects and programs, specifically addressing regional air quality conformity needs also should be identified. If new funding sources are to be utilized for a project or action, agencies should describe the strategies for ensuring that the funding will be available.

Other projects or actions above and beyond those for which funds are available or committed may be submitted to the Plan under illustrative status. A change in project status from illustrative to full status would require a Plan amendment. Illustrative projects will not be assumed in the air quality conformity determination of the Plan.

DEVELOPING INPUTS FOR THE TIP

The following financial requirements for the TIP are based upon the current federal planning regulations and MAP-21 requirements.

The TIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources (while the existing transportation system is being adequately operated and maintained).

In developing the TIP, the MPO, the States and the public transportation operators must cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation. The TIP shall include a project or a phase of a project only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

Only projects for which construction and operating funds can reasonably be expected to be available may be included under full status in the plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial analysis, the MPO shall take into account all projects and strategies funded under Title 23, USC and the Federal Transit Act, other Federal funds, local sources, state assistance, and private participation. All revenue and cost estimates must use an inflation rate(s) to reflect "year of expenditure dollars" based upon reasonable financial principles and information developed cooperatively by the MPO, States and public transportation operators.

In non-attainment areas, projects included for the first two years of the current TIP shall be limited to those for which funds are available or committed.

To develop a financially constrained TIP, agencies should begin with the projects and actions committed in the previous TIP. After reviewing the estimates of available state and federal funds for the period, agencies can identify the actions and projects as inputs for the TIP, ensuring that projects for the first two years are "limited to those for which funds are available or committed."

NON-DISCRIMINATION AND EQUITY (TITLE VI AND ENVIRONMENTAL JUSTICE)

The Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Federal Transit Administration (FTA) issued the Circular "Title VI and Title VI-Dependant Guidelines for Federal Transit Administration Recipients" (FTA C 4702.1A) on May 13, 2007. The Federal Highway Administration (FHWA) also has published guidance on how the TPB must ensure nondiscrimination in its plans, programs and activities: "FHWA Desk Reference: Title VI Nondiscrimination in the Federal Aid Highway Program".

The Metropolitan Washington Council of Governments (COG), as the administrative agent for the TPB, has developed a Title VI Plan to address the numerous Title VI requirements. On July 14, 2010 the COG Board adopted the "Title VI Plan to Ensure Nondiscrimination in all Programs and Activities" which includes a policy statement, Title VI assurances and

nondiscrimination complaint procedures. The Title VI Plan describes how COG and the TPB meet a number of Title VI requirements, and is available at www.mwcog.org/titlevi.

The TPB addresses these requirements in several ways. First, to ensure on-going input from transportation disadvantaged population groups, the TPB has a proactive public involvement process as described in the TPB's Public Participation Plan. The TPB established the Access for All Advisory Committee in 2001 to advise on issues, projects and programs important to low-income communities, minority communities and persons with disabilities. Second, each time the Plan is updated, the AFA committee reviews maps of proposed major projects and comments on the long-range plan. The AFA chair, a TPB member, presents those comments to the TPB. Third, an analysis of travel characteristics and accessibility to jobs is conducted to ensure that disadvantaged groups are not disproportionately impacted by the long-range plan. The latest analysis and AFA report can be found on the [CLRP website](#). Fourth, The TPB has a Language Assistance Plan ([Language Assistance Plan: Accommodating Individuals with Limited English Proficiency in the Planning Process](#)) and follows the [COG accommodations policy](#) for people with disabilities and LEP persons to ensure access to documents and meetings.

CONGESTION MANAGEMENT DOCUMENTATION

The Congestion Management Process (CMP) is a systematic set of actions to provide information on transportation system performance, and to consider alternative strategies to alleviate congestion, enhancing the mobility of persons and goods. The CMP impacts many aspects of the CLRP, including problem identification, analysis of possible actions, project prioritization and selection, and post-implementation monitoring. With the CMP, TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs).

In accordance with federal law and regulations, the regional CMP must look at a number of separate components of congestion. The CMP must identify the location, extent, and severity of congestion in the region. Within the TPB work program, the CMP considers information and trend analysis on overall regional transportation system conditions, and undertakes a number of associated travel monitoring and analysis activities. A data collection and analysis program compiles transportation systems usage information, incorporates that information in its travel forecasting computer models, and publishes the information in reports. TPB's periodic aerial surveys of the region's freeways show the most congested locations and associated planning or project activities occurring at that location. Since there are only very limited sources of information at the regional level for non-freeway arterials, agencies or jurisdictions should use their own data sources to characterize congestion on those facilities.

The following additional CMP components should be addressed through this Call for Projects as follows:

1. The CMP must consider congestion and congestion management strategies directly associated with Plan projects. Requested in this Call for Projects is documentation of any project-specific information available on congestion that necessitates or impacts the proposed project. Submitting agencies are asked to cite whether congested conditions necessitate the proposed project, and if so, whether the congestion is recurring or non-recurring.

2. For any project providing a significant increase to SOV capacity, it must be documented that the implementing agency considered all appropriate systems and demand management alternatives to the SOV capacity. This requirement and its associated questions are substantially unchanged from what has been requested in recent years. A special set of SOV congestion management documentation questions must be answered for any project to be included in the Plan or TIP that significantly increases the single occupant vehicle carrying capacity of a highway. A copy of the Congestion Management Documentation Form is included in this Call for Projects document for reference. Note that this form is not required to be filled out for all projects, only for projects meeting certain criteria. Non-highway projects do not need a form.

Certain highway projects may also be exempt from needing a form. The detailed instructions later in this Call for Projects document provide further instructions and exemption criteria. It is recommended to complete a form in association with all submitted, non-exempt projects to ensure compliance with federal regulations and with regional goals.

OTHER FEDERAL REQUIREMENTS

The SAFTEA-LU Final Planning Rule adds several other federal requirements in addition to air quality conformity and financial constraint which are described briefly here.

CONSIDERATION OF FEDERAL PLANNING FACTORS

MAP-21 reaffirms the eight planning factors in the SAFETEA-LU Final Planning Rule to consider while developing the Plan and TIP, listed below, and emphasizes safety, security and consistency between transportation and economic development. The TPB Vision incorporates all of the planning factors specified in the current federal regulations, except for explicitly addressing security. However, the TPB and the region have been very active in addressing security since 9/11 and have incorporated security and safety into the TPB's planning framework through a series of on-going planning activities. Implementing agencies will be asked to identify how each project addresses the eight planning factors in the project submission forms.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for all motorized and non-motorized users;
3. Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

PUBLIC PARTICIPATION

Metropolitan Planning Organizations (MPOs) are required to do the following based on the final planning regulations:

- Representatives of users of pedestrian walkways, bicycle transportation facilities, the disabled are specifically added as parties to be provided with the opportunity to participate in the planning process;
- The MPO is to develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment; and
- To carry out the participation plan, public meetings are to be: conducted at convenient and accessible locations at convenient times; employ visualization techniques to describe plans; and make public information available in an electronically accessible format, such as on the Web.

The TPB adopted an update of its Participation Plan on September 17, 2014. The Plan can be found online at www.mwcog.org/clrp/public/plan.asp.

INTERAGENCY CONSULTATION

During the development of the long-range plan, the TPB and state implementing agencies will have to consult with agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, airport operations and freight movements on projects in the Plan. Consultation may involve comparison of a map of transportation improvements to conservation plans or maps and natural or historic resources inventories. The TPB's efforts on this requirement are described on the CLRP website at www.mwcog.org/clrp/elements/environment/.

ENVIRONMENTAL MITIGATION DISCUSSION

The Plan must include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included. The discussion is to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies. Implementing agencies will be asked to identify on the project description forms "types of potential mitigation activities" for major projects. Implementing agencies will be asked to identify on the project description forms "types of potential mitigation activities" for major projects. The TPB's efforts on this requirement are described on the CLRP website at www.mwcog.org/clrp/elements/environment/envmitigation.asp.

FREIGHT PLANNING CONSIDERATIONS

The ability to move freight and goods is a critical element of the Washington region's economy. All businesses and residences rely on freight. There is a strong emphasis on freight movement considerations in metropolitan transportation planning.

On July 21, 2010 the TPB approved the National Capital Region Freight Plan. This was the first Freight Plan for the metropolitan Washington area. It defines the role of freight in the region, provides information on current and forecasted conditions, identifies regional freight concerns such as safety and security, and includes a National Capital Region Freight Project Database.

Questions 27 and 28 on the CLRP Project Description Form address a number of planning factors, including economic competitiveness, truck and freight safety, accessibility and mobility of people and freight, and integration and connectivity of the transportation system for people and freight. Strong consideration should be given to projects that support these goals for freight.

ANNUAL LISTING OF PROJECTS

Federal regulations require that the TPB must publish or otherwise make available an annual listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. With the assistance of and in cooperation with the transportation implementing agencies in the region, the TPB has prepared a listing of projects for which federal funds have been obligated each year since 2001.

PERFORMANCE-BASED PLANNING

MAP-21 put forth seven National Goals for Performance-Based Planning and Programming. Those goals include:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

The TPB is awaiting the finalization of the federal regulations for MAP-21 before incorporating these into the CLRP and TIP development process.

SECTION 3: PROJECT SUBMISSION INSTRUCTIONS

This section describes the process to be used by transportation implementing agencies when updating project information for the CLRP as well as the Air Quality Conformity inputs, the Transportation Improvement Program and the Congestion Management Process. The project description forms are designed to elicit information to enable policy makers, citizens and other interested parties and segments of the community affected by projects in the plan to understand and review them. Description forms must be completed for all projects to be included in the Plan and the TIP. All regionally significant projects, regardless of funding source, must be included in the Plan for Air Quality Conformity information purposes. A Congestion Management Process Form must be completed for all projects meeting the requirements described on page 33 of these instructions. The remainder of this section describes how to update Plan, TIP and Conformity project information using an online database application. TERM analysis and reporting procedures are not addressed here; see Section 4 for those instructions.

THE ONLINE DATABASE FOR THE CLRP, TIP AND AIR QUALITY CONFORMITY INPUTS

An online database application is used to gather project information from each agency. Staff from implementing agencies will be assigned an account with a user name and password. There are two levels of access to the database; editors and reviewers. Each agency should decide which person on their staff should assume these roles. Once logged into the application users will have access to the most recent version of the Plan and TIP information that was approved by the TPB. TPB staff will offer training sessions to assist staff with the application as needed.

CLRP PROJECT DESCRIPTION FORM INSTRUCTIONS

Projects should be described in sufficient detail to facilitate review by the TPB and the public. Specific information is needed on the project location and physical characteristics, purpose, projected completion date, total estimated costs, proposed sources of revenues, and other characteristics. Submissions for studies should indicate those cases where the design concept and scope (mode and alignment) have not been fully determined and will require further analysis. TERM projects or actions should also be identified. Project Description Forms should be used to describe the full scope of a facility's improvements.

Basic Project Information

1. *Submitting Agency*The agency that is submitting the project information. Defined by the user's agency status.
2. *Secondary Agency*Other agency working in conjunction with primary agency
3. *Agency Project ID*Agencies can use this field to track projects with their own ID systems.
4. *Project Type*.....Identify the functional class or category on which projects will be grouped in reports. Options include: *Interstate, Primary, Secondary, Urban, Transit, Bike/Ped, Bridge, Enhancement, ITS, Maintenance, CMAQ, Other.*
5. *Project Category*.....Identify the nature of the project: *System Expansion* (adding capacity to a road or transit system), *System Preservation* (any work on the road or transit system that does not add capacity), *Management, Operations and Maintenance, Study, Other.*
6. *Project Name*.....Brief, user-friendly name of the project;
7. *Facility*.....These fields should be used to describe actual infrastructure or transit routes. Any of these fields may be left blank and there is no need for redundant entries. If a project can be described adequately in the *Project Title* field, it is not necessary to fill in these fields.
 - a. *Prefix*.....Interstate or State abbreviation for route type, e.g. I, VA, MD, US. Combinations such as VA/US are acceptable
 - b. *Number*The route number that corresponds with the above prefix. Again, combinations are acceptable.
 - c. *Name*Full name of facility; e.g. "Capital Beltway," "East Street" or "Red Line". To the extent possible, this field should be limited to actual street names or transit routes.
 - d. *Modifier*Any term that needs to be used to further describe a facility, such as "extended", "relocated" or "interchange".

8. *From (At)*The beginning project limit or location of a spot improvement. Use the *(At)* checkbox to indicate a spot or interchange improvement. Follow the conventions above for *Prefix, Number, Name* and *Modifier*.
9. *To*.....Terminal project limit. Follow conventions above for *Prefix, Number, Name* and *Modifier*.
10. *Description*Describe the project as clearly as possible. Use public-friendly phrasing and avoid technical jargon where possible.
11. *Projected Completion Year*.....Estimated year that the project will be open to traffic or implemented.
12. *Project Manager*Name of project manager or point-of-contact for information
13. *E-mail*E-mail address for project manager or point-of-contact for information
14. *Web Site*URL for further project information from implementing agency
15. *Total Mileage*If available; enter the total length of the project to the closest tenth of a mile.
16. *Map Image*If available, upload an image file to assist
17. *Documentation*If necessary, upload any extra documentation for the project. This could include financial plans or supplemental information materials.
18. *Jurisdiction*Select the appropriate jurisdictions for the project. Multiple jurisdictions can be selected by pressing the **CTRL** key while clicking.
19. *Baseline Cost/As of*Initially estimated cost of project (in \$1,000s) and approximate date of that estimate.
20. *Amended Cost/As of*.....Updates to project cost (in \$1,000s) can be entered here with date of the amended cost estimate.
21. *Sources*Indicate the sources of funds: Federal, State, Local, Private, Bonds, Other. Hold the **CTRL** key down to select multiple sources.

Regional Policy Framework

- 22. Provide OptionsIdentify all travel mode options that this project provides, enhances, supports, or promotes.
- 23. Activity CentersIndicate if the project begins or ends within an activity center, connects two or more centers, and/or promotes non-auto travel within one or more centers
- 24. MaintenanceDoes this project contribute to enhanced system maintenance, preservation, or safety?
- 25. OperationsDoes this project reduce travel time on highways and/or transit without building new capacity, and does it enhance safety?
- 26. EnvironmentIs the project expected to contribute to reductions in emissions of criteria pollutants and/or greenhouse gases?
- 27. Travel and CommerceDoes the project support interregional and international travel and commerce (freight and passenger)?
- 28. Additional FrameworkProvide any additional information that describes how this project further supports or advances these and other regional goals.

MAP-21 Planning Factors

29. *Please identify any and all planning factors that are addressed by this project:*

Use the checkboxes to select all that apply:

- a. Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- b. Increases the safety of the transportation system for all motorized and non-motorized users.
 - i. *Is this project being proposed specifically to address a safety issue?*
Note: It is presumed that all new projects being constructed include safety considerations. Select “Yes” only if the primary reason the project is being proposed is to address a safety issue.
 - ii. *If so, please briefly describe (in quantifiable terms, where possible) the nature of the safety problem:*
- c. Increases the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

- d. Increase accessibility and mobility of people
- e. Increase accessibility and mobility of freight
- f. Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- h. Promote efficient system management and operation.
- i. Emphasize the preservation of the existing transportation system.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? If so, identify the types of activities below.

Use the checkboxes to select “Yes” or “No” and to identify any mitigation activities being planned for this project.

- Air Quality,
- Energy,
- Floodplains,
- Geology, Soils and Groundwater,
- Hazardous and Contaminated Materials,
- Noise,
- Rare, Threatened and Endangered Species,
- Socioeconomics,
- Surface Water,
- Vibrations,
- Visual and Aesthetic Conditions,
- Wetlands,
- Wildlife and Habitat

Congestion Management Process Documentation

The following addresses the MAP-21 component called the Congestion Management Process. Please see the discussion on Congestion Management Documentation in Section 2 of this document for more information. Questions 25 and 26 should be answered for every project. In addition, a Congestion Management Documentation Form should be completed for each project or action proposing an increase in SOV capacity.

31. *Congested Conditions*

- a. Do traffic congestion conditions on this or another facility necessitate the proposed project or program?

Check "Yes" if this project is being planned specifically to address congestion conditions.

- b. *If so, is the congestion recurring or incident-related non-recurring in nature?*
Use the checkboxes to identify either option.
- c. *If the congestion is on a different facility, please identify it here:*
Identify the name of the congested parallel or adjacent route that this project is intended to relieve.

32. Capacity

The federally-mandated Congestion Management Process requires that alternatives to major highway capacity increases be considered and, where reasonable, integrated into capacity-increasing projects. Except if projects fall under at least one of the exemption criteria listed under part (b), projects in the following categories require a Congestion Management Documentation Form:

- New limited access or other principal arterial roadways on new rights-of-way
 - Additional through lanes on existing limited access or other principal arterial roadways
 - Construction of grade-separated interchanges on limited access highways where previously there had not been an interchange.
- a. *Is this a capacity-increasing project on a limited access highway or other principal arterial?*
Check "Yes" if the project will increase capacity on an SOV facility of functional class 1 (limited access highway), 2 (principal arterial) or 5 (grade-separated interchange on limited access highway).
- b. *If the answer to Question 26.a was "yes," are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the criteria apply):*
- *None of the exemption criteria below apply to this project – a Congestion Management Documentation Form is required.*
 - *The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding).*
 - *The number of lane-miles added to the highway system by the project totals less than one lane-mile*
 - *The project is an intersection reconstruction or other traffic engineering improvements, including replacement of an at-grade intersection with an interchange*
 - *The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles.*
 - *The project consists of preliminary studies or engineering only, and is not funded for construction*
 - *Any project whose construction cost is less than \$10 million.*

Review the list of potential exemption criteria and determine if any of them are true, thus exempting the project from needing a separate Congestion Management Documentation Form. If more than one criterion is true, please select just one as the primary criterion. Use the pull-down menu to identify the exemption criterion.

- c. *If the project is not exempt and requires a Congestion Management Documentation Form, click on the link provided to open a blank Congestion Management Documentation Form.*

Record Tracking

- 33. *Completed Year*Use this field to indicate the year that the full scope of the project has been opened to traffic or implemented.
- 34. *Project Withdrawn*Use this checkbox to indicate that a project is being withdrawn from the Plan.
- 35. *Withdrawn Date*.....Provide an approximate date for the withdrawal of the project.
- 36. *Created by*.....Identification of who created the record originally.
- 37. *Created On*Date record was originally created on
- 38. *Last Updater*.....ID of last person to make modifications to record
- 39. *Last Updated On*Recorded date and time of last modifications to record
- 40. *Comments*.....General notes for agency or TPB staff to use.

TIP PROJECT DESCRIPTION FORM INSTRUCTIONS

Funding information should be completed for each project intended for programming in the current TIP. The TIP should show all funds (federal and non-federal) that are expected to be obligated between FY 2015 and FY 2020. Previous fiscal years are shown for historical purposes only and have no bearing on the current fiscal years.

- 1. *Submitting Agency*Automatically displayed based on user’s agency.
- 2. *CLRP Parent Project Name*Automatically filled in based on parent project.
- 3. *Project Name*.....A very brief, public-friendly description of the project phase; e.g. “East Market Street Widening” or “Downtown Circulator Bus.” This can be the same as the project name.
- 4. *Facility*.....These fields should be used to describe actual infrastructure or transit routes. Any of these fields may be left blank and there is no need for redundant entries. If a project can be described adequately in the *Project Title* field, it is not necessary to fill in these fields.

- a. *Prefix*.....*Interstate or State abbreviation for route type, e.g. I, VA, MD, US. Combinations such as VA/US are acceptable.*
- b. *Number*.....*The route number that corresponds with the above prefix.*
- c. *Name**Full name of facility; e.g. "Capital Beltway," "East Street" or "Red Line". To the extent possible, this field should be limited to actual street names or transit routes.*
- d. *Modifier**Any term that needs to be used to further describe a facility, such as "extended", "off-ramp", or "interchange".*
- 5. *From (At)**The beginning project limit or location of a spot improvement. Use the (At) checkbox to indicate a spot or interchange improvement. Follow the conventions above for Prefix, Number, Name and Modifier.*
- 6. *To*.....*Terminal project limit. Follow conventions above for Prefix, Number, Name and Modifier.*
- 7. *Description**Describe the project as clearly as possible. Use public-friendly phrasing and avoid technical terms where possible.*
- 8. *Agency Project ID**Agencies can use this field to track projects with their own ID systems.*
- 9. *Projected Completion Year*.....*Estimated year that the project will be complete.*
- 10. *Project Status**Project is delayed, complete, withdrawn, or ongoing*
- 11. *Completed*.....*Date the project was completed (open to traffic) or implemented*
- 12. *Environmental Review**Type of NEPA documentation required, if any*
- 13. *Review Status*.....*Current status of any required NEPA documentation*
- 14. *Bike/Ped Accommodations**Indicate using the pull-down menu whether the project is:*
 - a) *Primarily a bicycle/pedestrian project,*
 - b) *Includes accommodations for bicycle/pedestrian users,*
 - c) *Does not include accommodations for bicycles/pedestrians.*
- 15. *Complete Streets Policy*.....*Does your jurisdiction or agency have a Complete Streets Policy?*
- 16. *Complete Streets Detail**Indicate if the project advances the Complete Streets goals of your agency, or if the policy is not applicable or is exempt, and for what reason.*
- 17. *Capital Costs*
 - a. *Amount*.....*Funds shown in \$1,000s*

- b. *Phase*Funds obligated for: a) Planning and Engineering, b) R.O.W. acquisition, c) Construction, d) Studies and e) Other
 - c. *Fiscal Year*Fiscal year in which funds are expected to be obligated
 - d. *Source*.....Federally recognized source of funds
 - e. *Fed/State/Local Share*.....Percentage distribution of federal, state and local funds
18. *Creator*Recorded ID of the user that created the record
19. *Created On*Date record was originally created on
20. *Last Updated On*Recorded date and time of last modifications to record
21. *Last Updater*.....Recorded ID of last person to make modifications to record

AIR QUALITY CONFORMITY INPUT INSTRUCTIONS

- 2. *Conformity ID*.....TPB Staff will assign each project a Conformity ID
- 3. *Agency ID*Agencies can use this field to track projects with their own ID systems.
- 4. *Improvement*.....Pull-down field to identify type of improvement being made to the facility (e.g. construct, widen, upgrade, etc.)
- 5. *Facility*.....These fields should be used to describe actual infrastructure or transit routes. Any of these fields may be left blank and there is no need for redundant entries. If a project can be described adequately in the *Project Title* field, it is not necessary to fill in these fields.
 - a. *Prefix*.....Interstate or State abbreviation for route type, e.g. I, VA, MD, US. Combinations such as VA/US are acceptable.
 - b. *Number*.....The route number that corresponds with the above prefix.
 - c. *Name*Full name of facility; e.g. “Capital Beltway,” “East Street” or “Red Line”. To the extent possible, this field should be limited to actual street names or transit routes.
 - d. *Modifier*Any term that needs to be used to further describe a facility, such as “extended”, “off-ramp”, or “interchange”.
- 6. *From (At)*.....The beginning project limit or location of a spot improvement. Use the (At) checkbox to indicate a spot or interchange improvement. Follow the conventions above for Prefix, Number, Name and Modifier.
- 7. *To*.....Terminal project limit. Follow conventions above for Prefix, Number, Name and Modifier.

8. *Description*This field is not required but can be used to provide additional information beyond the data in the other fields.
9. *Facility Type From/To*
 - a. *Facility Type From*.....Functional class of facility before improvement
 - b. *Facility Type To*Functional class of facility after improvement
10. *Lanes From/To*
 - a. *Lanes From*Number of lanes on facility before improvement
 - b. *Lanes To*.....Number of lanes on facility after improvement
11. *R.O.W. Acquired*Right-of-way has been acquired for the facility
12. *Under Construction?*Construction has begun on the facility
13. *Projected Completion Year*.....Estimated year that the project will be complete.
14. *Completed*Date the project was completed (open to traffic) or implemented
15. *Creator*Recorded ID of the user that created the record
 16. *Created On*Date record was originally created on
 17. *Last Updated On*Recorded date and time of last modifications to record
 18. *Last Updater*.....Recorded ID of last person to make modifications to record

CONGESTION MANAGEMENT DOCUMENTATION FORM FOR SOV PROJECTS

A Congestion Management Documentation Form should be completed for each project or action intended for the Plan that involves a significant increase in single-occupant vehicle (SOV) carrying capacity of a highway.

Brief and complete answers to all questions are recommended. A reference to an external document or an attachment without further explanation on the form itself is not recommended; findings of studies, Major Investment Studies, for example, should be summarized on the form itself. References to other documents can be made if desired *in addition to* the answer provided on the form.

As a rule of thumb, the scale and detail in the responses to the questions should be in proportion to the scale of the project. For example, a relatively minor project needs less information than a major, multi-lane-mile roadway construction project.

The form can summarize the results of EISs or other studies completed in association with the project, and can also summarize the impact or regional studies or programs. It allows the submitting agency to explain the context of the project in the region's already-adopted and

implemented programs, such as the Commuter Connections program, and to go on to explain what new and additional strategies were considered for the project or corridor in question.

SAMPLE FORMS

The following pages are samples for the CLRP Project Description Form, TIP Project Description Form, and Congestion Management Documentation Form.

CLRP PROJECT DESCRIPTION FORM

23. Promote Regional Activity Centers

Does this project begin or end in an Activity Center? Yes No

Does this project connect two or more Activity Centers? Yes No

Does this project promote non-auto travel within one or more Activity Centers? Yes No

24. Ensure System Maintenance, Preservation, and Safety

Does this project contribute to enhanced system maintenance, preservation, or safety? Yes No

25. Maximize Operational Effectiveness and Safety

Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)? Yes No

Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists? Yes No

26. Protect and Enhance the Natural Environment

Is this project expected to contribute to reductions in emissions of criteria pollutants? Yes No

Is this project expected to contribute to reductions in emissions of greenhouse gases? Yes No

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework

In the box below, please provide any additional information that describes how this project further supports or advances these and other regional goals.

MAP-21 PLANNING FACTORS

29. Please identify any and all planning factors that are addressed by this project:

a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? Yes; No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. Increase **accessibility and mobility** of people.

e. Increase accessibility and mobility of **freight**.

f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. Promote efficient system **management and operation**.

i. Emphasize the **preservation** of the existing transportation system.

CLRP PROJECT DESCRIPTION FORM

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No
- a. If yes, what types of mitigation activities have been identified?
- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 - Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? Yes; No
- b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
- c. If the congestion is on another facility, please identify it:
32. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
- b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

RECORD MANAGEMENT

33. Completed Year:
34. Project is being withdrawn from the CLRP.
35. Withdrawn Date: MM/DD/YYYY
36. Record Creator:
37. Created On:
38. Last Updated by:
39. Last Updated On:
40. Comments:

TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2015-2020 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Submitting Agency:
2. CLRP Parent Project Name:
3. Project Name:

	Prefix	Route	Name	Modifier
4. Facility:				
5. From (_ at):				
6. To:				

7. Description:
8. Agency Project ID:
9. Projected Completion Year:
10. Project Status: New Project
 In previous TIP, proceeding as scheduled
 In previous TIP, delayed or reprogrammed
11. Completed:

Environmental Review

12. Type: PCE; CE; DEA; EA; FONSI; DEIS; FEIS; F4; N/A
13. Status: Proposed for preparation; Under preparation; Prepared for review; Under review; Approved

Complete Streets

14. Bicycle/pedestrian Accommodations: Primarily a bicycle/pedestrian project
 Bicycle/pedestrian accommodations included
 No bicycle/pedestrian accommodations included
 Not applicable
15. Does your jurisdiction or agency have a Complete Streets policy? Yes No (If Yes, answer #16)
16. Choose one of the following: Complete Streets policy is not applicable to this project
 This project advances our Complete Streets goals
 This project is exempt (Identify exemption from menu below)
 - Grandfathered
 - User group prohibited by law
 - Excessive cost
 - Absence of need
 - Environmental
 - Historic Preservation
 - Accommodation of user group contrary to Jurisdiction/agency policy or plans

Capital Costs

FISCAL YEAR	AMOUNT	PHASE	SOURCE	FED	STA	LOC

CONGESTION MANAGEMENT DOCUMENTATION FORM FOR PROJECTS IN THE 2040 CLRP



1. Agency: _____ Secondary Agency: _____

2. Project Title: _____

	Prefix	Route	Name	Modifier
4. Facility:				
5. From (_ at):				
6. To:				

7. Jurisdiction(s): _____

8. Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies:

- Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs)
- A Transportation Management Association is in the vicinity
- Channelized or grade-separated intersection(s) or roundabouts
- Reversible, turning, acceleration/deceleration, or bypass lanes
- High occupancy vehicle facilities or systems
- Transit stop (rail or bus) within a 1/2 mile radius of the project location
- Park-and-ride lot within a one-mile radius of the project location
- Real-time surveillance/traffic device controlled by a traffic operations center
- Motorist assistance/hazard clearance patrols
- Interconnected/coordinated traffic signal system
- Other in-place congestion management strategy or strategies (briefly describe below:)

9. List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project.

a. Transportation demand management measures, including growth management and congestion pricing

b. Traffic operational improvements

c. Public transportation improvements

d. Intelligent Transportation Systems technologies

CONGESTION MANAGEMENT DOCUMENTATION FORM

e. Other congestion management strategies

f. Combinations of the above strategies

10. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.

11. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

12. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of strategies implemented will be monitored and assessed after implementation.

ITEM 9 - Action
November 19, 2014

Approval of Final Call for Projects and Schedule for the Air Quality Conformity Analysis of the 2015 CLRP and FY 2015-2020 TIP

Staff Recommendation: Approve the final call for projects document for the 2015 CLRP and FY 2015-2020 TIP for distribution to state, regional, and local agencies.

Issues: None

Background: At the October 15 meeting, the Board was briefed on the draft call for projects document and schedule for the air quality conformity analysis of the 2015 CLRP and FY 2015-2020 TIP. This document is a companion brochure to the full draft Call for Projects document, which is available at www.mwcog.org/CLRP2015.



Financially Constrained
**Long-Range
Transportation Plan**
For the National Capital Region

CLRP 2015 UPDATE

CALL FOR PROJECTS

Solicitation for New Projects and Changes to Existing Projects
for Inclusion in the 2015 CLRP Update and FY 2015-2020 TIP

2015 CALL FOR PROJECTS

The 2015 Call for Projects is a broad solicitation for any new projects that area transportation agencies wish to submit for inclusion in the 2015 update of the region's Constrained Long-Range Transportation Plan (CLRP), or for changes to any projects already in the plan.

ELIGIBLE AGENCIES Municipal, county, state, regional, and federal agencies with the fiscal authority to fund transportation projects.

ELIGIBLE PROJECTS Any project deemed regionally significant for air quality purposes. This typically means any project that adds or removes highway or transit capacity. Agencies may also submit any other projects they wish to highlight at the regional level.

SUBMISSION DEADLINE Descriptions for new projects and updates to information for projects already in the plan are due December 12, 2014. Descriptions must include cost estimates and identification of available funding. Additional information, including required Congestion Management documentation, is due April 3, 2015.

The TPB strongly encourages agencies to consider regional goals, priorities, and needs as they develop and select projects to submit for inclusion.

THE ANNUAL CLRP UPDATE

Each year, the TPB updates the CLRP to include new projects that area transportation agencies expect to build, operate, and maintain over the next 20 to 30 years. The TPB also invites changes to projects already in the plan.

The projects submitted for inclusion in the CLRP have been developed by local, state, and/or regional agencies consistent with local plans and with input from the public.

Under federal law, the CLRP can only include those projects for which funding is "reasonably expected to be available." As such, it paints a picture of the future transportation system that the region currently expects to be able to afford.

UPDATING THE TIP

Every two years, the TPB also updates the region's six-year Transportation Improvement Program (TIP). The TIP identifies those projects from the CLRP which are expected to receive funding for planning, engineering, or construction within the next six years.

The most recent update of the TIP occurred in 2014. Projects that need to be added to the TIP this year will be added as amendments to the adopted FY 2015-2020 TIP.

For a list of all projects currently in the CLRP and/or TIP, please visit www.mwco.org/clrp/projects.

THINK REGIONALLY, ACT LOCALLY

Agencies should consider regional goals, priorities, and needs when developing and selecting projects to submit for inclusion in the CLRP.

TPB VISION: REGIONAL GOALS, OBJECTIVES, & STRATEGIES

The TPB Vision, adopted by the TPB in 1998, provides a comprehensive set of policy goals, objectives, and strategies to help guide transportation planning and investment decisions in the Washington region.

The Vision is the official policy element of the CLRP and was developed collaboratively by TPB members and technical staff from throughout the region.

1. **Provide reasonable access at reasonable cost to everyone.**
2. **Promote a strong regional economy, including a healthy core and dynamic Activity Centers.**
3. **Prioritize management, performance, maintenance, and safety of all modes and facilities.**
4. **Use the best available technology to maximize system effectiveness.**
5. **Enhance and protect the region's natural environmental quality, cultural and historic resources, and communities.**
6. **Achieve better interjurisdictional coordination of transportation and land use planning.**
7. **Achieve one or more enhanced funding mechanisms to support regional transportation priorities.**
8. **Support options for international and interregional travel and commerce.**

www.mwcog.org/TPBvision

REGIONAL PRIORITIES: MAINTENANCE, FAIRNESS, & EFFICIENCY



The Regional Transportation Priorities Plan, adopted by the TPB in January 2014, focuses attention on a handful of transportation strategies with the greatest potential to advance regional goals rooted in the TPB Vision.

The priorities, summarized below, were identified through a combination of technical analysis, stakeholder input, and public outreach.

Meet Our Existing Obligations

Funding for maintenance and state-of-good-repair needs should continue to be prioritized over system expansion.

Strengthen Public Confidence & Ensure Fairness

Efforts to increase accountability and address the needs of transportation-disadvantaged individuals should be considered in all stages of project planning, design, and implementation.

Move More People & Goods More Efficiently

Projects should seek to alleviate congestion and crowding and accommodate future growth as efficiently as possible, with a focus on multimodal approaches and concentrating future growth in mixed-use Activity Centers.

www.mwcog.org/PrioritiesPlan

FEDERAL REQUIREMENTS

Development of the CLRP is governed by a number of federal requirements which must be met in order for the plan to be approved and for federal transportation dollars to continue flowing to the region.

Air Quality Conformity

Under the CLRP, future vehicle-related emissions of four common air pollutants must remain below regional emissions budgets approved by the EPA.

Financial Constraint

Sufficient funding from existing or anticipated revenue sources must be reasonably expected to be available to build, operate, and maintain the region's transportation system.

Non-Discrimination & Equity

Transportation planning and funding decisions must not have disproportionate impacts on transportation-disadvantaged populations, including persons with disabilities and individuals with low incomes.

Congestion Management Documentation

The TPB must undertake efforts to identify the location, extent, and severity of congestion in the region for the purpose of identifying alternative ways to use existing and future transportation facilities efficiently and effectively.

Other Requirements

- Consideration of Federal Planning Factors
- Public Participation
- Interagency Consultation
- Environmental Mitigation Discussion
- Freight Planning Considerations

For the list of all federal requirements, see the full 2015 CLRP Call for Projects document at www.mwcog.org/CLRP2015.

Agencies will specifically be asked to note how the projects they submit help support or advance these goals, priorities, and needs.

ADDITIONAL POLICY CONTEXT

The following policy documents and studies, developed by the TPB or together with other regional policy committees, provide additional context to guide planning and decision making.

- **National Capital Region Climate Change Report (2008)**
- **Region Forward: A Comprehensive Guide for Regional Planning and Measuring Progress in the 21st Century (2010)**
- **CLRP Aspirations Scenario (2010)**
- **“What Would It Take?” Scenario Study (2010)**

These policy documents and studies focus attention on additional policy goals for the transportation sector, including reducing vehicle-related greenhouse gas emissions. And, while the region has achieved significant reductions in vehicle-related emissions of various pollutants in recent decades, tougher new federal air quality standards, which are expected in the next couple of years, are likely to require further reductions.

THE REGION’S GREATEST NEEDS

In developing and selecting projects to submit for inclusion in the 2015 CLRP, agencies should give priority to projects that address the following regional needs.

- **Reduce congestion on the roadway and/or transit system**
- **Improve the operational efficiency of the existing roadway and/or transit system**
- **Provide high-quality transportation options between and/or within Activity Centers**
- **Reduce vehicle-miles traveled (VMT) per capita**
- **Reduce emissions of criteria pollutants**
- **Reduce emissions of greenhouse gases**
- **Increase use of travel modes other than driving alone**



PUBLIC INVOLVEMENT

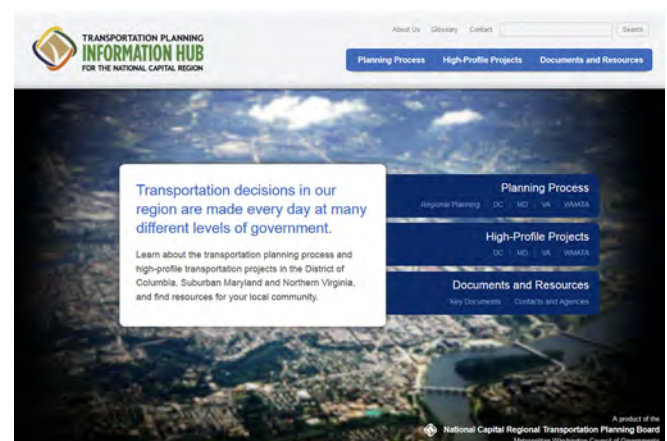
Projects submitted for inclusion in the CLRP have been developed by local, state, and/or regional agencies with input from the public. Additional public involvement opportunities occur during the annual CLRP update process.

GETTING INVOLVED LOCALLY

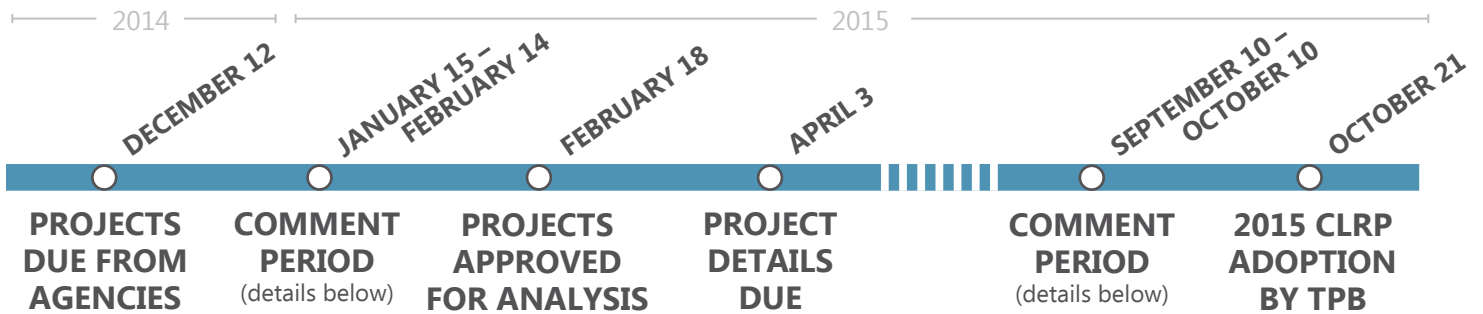
Transportation decisions in our region are made every day at many different levels of government. Those decisions help shape the projects submitted for inclusion in the CLRP.

The first timely opportunity for effective public input is during the local project development process, when ideas for future improvements are first being conceived and refined. The comment periods included as part of the CLRP update process provide additional opportunities to provide input.

Learn more about transportation planning in your community at TransportationPlanningHub.org.



SCHEDULE FOR DEVELOPMENT & ADOPTION OF THE 2015 CLRP UPDATE



DEADLINES FOR AGENCIES

To submit new projects or changes to existing projects, designated agency representatives must complete project description forms and provide inputs for the Air Quality Conformity Analysis.

DEADLINE 1: DECEMBER 12, 2014

Complete online project description forms and Air Quality Conformity Input information for projects deemed regionally significant for air quality purposes.

DEADLINE 2: APRIL 3, 2015

Provide all other required project information, including Congestion Management Documentation, for regionally significant projects.

To submit required project information online, please visit <http://itip.mwcog.org>.

For the complete 2015 CLRP update schedule, see insert or visit www.mwcog.org/CLRP2015.

COMMENT PERIODS

The 2015 CLRP update will include two 30-day comment periods during which the public and any TPB member or stakeholder can submit comments on the plan update.

JANUARY 15 – FEBRUARY 14, 2015

Comment on the projects submitted for inclusion in the 2015 CLRP update. The comment period takes place before the projects are included in the federally required Air Quality Conformity Analysis.

SEPTEMBER 10 – OCTOBER 10, 2015

Comment on the draft 2015 CLRP update, the results of the Air Quality Conformity Analysis, and any of the associated analyses of the 2015 CLRP update prior to adoption by the TPB.

To submit comments on the 2015 CLRP update, please visit www.mwcog.org/TPBcomment.

ABOUT THE TPB

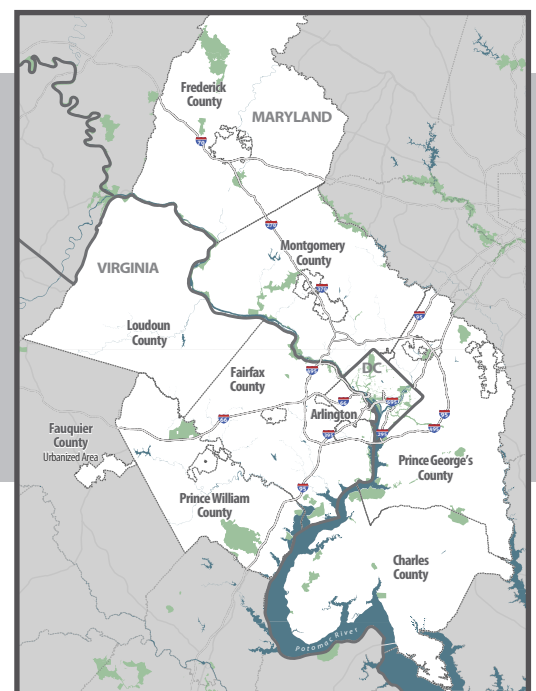
The National Capital Region Transportation Planning Board (TPB) is the metropolitan planning organization (MPO) for the Washington region. The TPB is responsible for directing the continuing transportation planning process carried out cooperatively by the states and the local communities in the region. The TPB is staffed by the Department of Transportation Planning of the Metropolitan Washington Council of Governments.

ACCESSIBILITY

Alternative formats of this publication can be made available. Please call 202.962.3300 or 202.962.3213 (TDD), email accommodations@mwcog.org, or visit www.mwcog.org.



National Capital Region Transportation Planning Board
 Metropolitan Washington Council of Governments
 777 N. Capitol St., NE, Ste. 300
 Washington, DC 20002
 202-962-3200 www.mwcog.org



SCHEDULE FOR DEVELOPMENT & ADOPTION

of the 2015 Update of the Financially Constrained Long-Range Transportation Plan (CLRP)
& FY 2015-2020 Transportation Improvement Program (TIP)

2014	October 15*	TPB is briefed on the draft Call for Projects document and summary brochure.
	November 19	TPB releases final Call for Projects. Transportation agencies begin submitting project information through online database.
	December 12	DEADLINE: Transportation agencies complete online submission of draft project inputs.
2015	January 9	Technical Committee reviews draft CLRP & TIP project submissions and draft Scope of Work for the Air Quality Conformity Analysis.
	January 15	CLRP & TIP project submissions and draft Scope of Work released for 30-day comment period .
	January 21*	TPB is briefed on project submissions and draft Scope of Work.
	February (TBD)	TPB staff briefs Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) on submissions and Scope of Work.
	February 14	Comment period ends.
	February 18*	TPB reviews comments and is asked to approve project submissions and draft Scope of Work.
	April 3	DEADLINE: Transportation agencies finalize CLRP forms (including Congestion Management Documentation forms where needed) and amendments to the FY 2015-2020 TIP. Submissions must not impact conformity inputs. Note that the deadline for changes affecting conformity inputs was February 18, 2015.
	September 4	Technical Committee reviews draft CLRP & TIP and Conformity Analysis.
	September 10	Draft CLRP & TIP and Conformity Analysis are released for 30-day comment period at Citizens Advisory Committee (CAC) meeting. CLRP Performance Analysis and Regional Priorities Plan Assessment are also published.
	September 16*	TPB is briefed on the draft CLRP & TIP and Conformity Analysis.
	September (TBD)	TPB staff briefs MWAQC TAC on the draft CLRP & TIP and Conformity Analysis.
October 10	Comment period ends.	
October 21*	TPB reviews comments and responses to comments, and is presented with the draft CLRP & TIP and Conformity Analysis for adoption.	

*Regular monthly TPB meeting

ITEM 11 - Information

November 19, 2014

Briefing on the Highlights of Listening Sessions with Staffs of TPB Jurisdictions on How the Region is Achieving the Goals in the Regional Transportation Priorities Plan (RTPP)

Staff Recommendation: Receive briefing on the highlights of the listening sessions.

Issues: None

Background: TPB staff have conducted a series of listening sessions to better understand whether and how the staffs of TPB jurisdictions believe the region is achieving the goals that are identified in the Priorities Plan.

“ARE WE ACHIEVING OUR REGIONAL TRANSPORTATION GOALS?”

Draft Report On Listening Sessions With the Staff of the COG/TPB Member Jurisdictions

November 13, 2014

I. OVERVIEW

Between June and October of 2014, TPB and COG staff conducted a series of ten listening sessions with approximately 90 local staff members of the TPB’s member jurisdictions to discuss the Regional Transportation Priorities Plan (RTPP) and COG’s Place+ Opportunity report. This report summarizes the key themes that staff heard in those sessions.

II. BACKGROUND AND PURPOSE

The TPB approved the RTPP in January 2014. In February, the board asked staff to develop an assessment comparing the 2014 Constrained Long-Range Plan, still in draft form, and the RTPP. The “Priorities Plan Assessment of the 2014 CLRP,” which was released to the TPB in two parts—an initial qualitative assessment in April and the final assessment report in September—provided an overview of how staff understands the 2014 CLRP supports the goals and priorities identified in the RTPP.

In preparing that assessment, however, it became clear that many implementation activities necessary to achieve the goals of the RTPP typically occur at the local level and will not be reflected in the projects and analysis of the CLRP. The RTPP Listening Sessions were conceived as a means to better understand activities of the TPB member jurisdictions that advance our common regional goals, and to identify opportunities to promote implementation of the various strategies identified in the RTPP. Through the listening sessions, the TPB staff met with the professional staffs of the local jurisdictions and sought out their opinions and experiences with regard to achieving our regional transportation goals.

The listening sessions were designed to: 1) gather information on whether and how jurisdiction staffs believe we are achieving regional goals, and 2) expand awareness of the *RTPP* among the TPB’s member jurisdictions.

The sessions specially sought to illuminate the connections between the *RTPP*’s policy framework and the planning and decision-making activities conducted by the TPB’s members. The sessions also included discussion about the importance of regional Activity Centers, which were highlighted in both the RTPP and the recently approved *Place + Opportunity* report. COG staff developed the *Place + Opportunity* report as a resource to strengthen and enhance Activity Centers throughout metropolitan Washington.

III. WHO PARTICIPATED

TPB and COG staff conducted 10 sessions in which more than 90 local staff members of the TPB's member jurisdictions participated. Each group brought together a mix of professional staffers, including many who do not typically participate in TPB activities and may not be familiar with the RTPP. In addition to transportation planners, all the meetings included staff working on land-use and community planning and transportation management and operations.

Separate listening sessions were not conducted for those Maryland municipalities and Virginia cities (except Alexandria) that are members of the TPB. However, staff from those jurisdictions were invited to participate in sessions hosted by county staff.

The following sessions were conducted:

- | | |
|--|------------|
| • Frederick County/City | June 25 |
| • Montgomery County (Gaithersburg, Rockville, Takoma Park invited) | June 25 |
| • Alexandria | June 30 |
| • District of Columbia | June 30 |
| • Prince George's County (Bowie, College Park, Greenbelt invited) | July 1 |
| • Charles County | July 2 |
| • Loudoun County | July 9 |
| • Arlington County | July 15 |
| • Prince William County (Manassas and Manassas Park invited) | July 17 |
| • Fairfax County (City of Fairfax and Falls Church invited) | October 17 |

The team of TPB and COG staffers who made presentations and facilitated discussions at the sessions included Benjamin Hampton, Sophie Mintier, Dan Sonenklar, and John Swanson. Afterwards, those individuals jointly identified the themes that are documented in this report.

IV. HOW WE CONDUCTED THE SESSIONS

The sessions were conducted as two-hour, facilitated focus groups. Each session began with a brief staff presentation on the RTPP and on the Place + Opportunity report.

The six goals of the RTPP formed the basis for discussion:

1. Provide a Comprehensive Range of Transportation Options
2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers
3. Ensure Adequate System Maintenance, Preservation, and Safety
4. Maximize Operational Effectiveness and Safety of the Transportation System
5. Enhance Environmental Quality, and Protect Natural and Cultural Resources
6. Support Inter-Regional and International Travel and Commerce

The listening sessions focused on Goals 1-3, although the remaining goals (4-6) were discussed briefly towards the end of each session. To a large degree, the first three goals encompass a range of topics that in many ways include objectives more explicitly called out in the last three goals. For example, the

RTPP's focus on Activity Centers (Goal 2) promotes environmental objectives, which are the focus of Goal 5.

For each of the first three goals, staff provided a short briefing on "what we know" related to the goal, including information on projects in the CLRP and TIP, and forecasts from the 2014 CLRP performance analysis. It should be noted that each session began with Goal 3 – "Maintenance" – because it is actually the top priority in the RTPP. The discussion then proceeded to Goals 1 and 2. However, this report, in the themes described below, follows the numerical ordering of the goals.

Before talking about each goal, staff used internet polling software (www.polleverywhere.com) to ask a series of questions about the degree to which participants believe the region or their jurisdiction is achieving key objectives in the RTPP. With this polling software, participants were able to use their cellphones to answer a total of nine questions. TPB and COG staff emphasized that the polling was not being used for data gathering, but rather was intended to be a fun way to galvanize conversation, quickly get everyone involved, and establish a baseline for further probing in the discussion.

At the conclusion of each session, participants were asked for suggestions on follow-up activities that the TPB and COG can conduct to promote the goals of the Priorities Plan.

V. **WHAT WE HEARD**

TPB and COG staff have identified the key themes, which are described below, from the 10 listening sessions with local staff. In all cases, these were opinions, ideas and concerns that were discussed in more than one session with more than one jurisdiction.

Goal 1: OPTIONS

Provide a Comprehensive Range of Transportation Options

Regional Background Information:

Staff provided information from the CLRP regarding anticipated regional system performance, revenues/expenditures, and projects in the CLRP. In presenting this information, staff explained: "Here is what we know, from a regional perspective. Now we want to hear what you think, from both a professional and personal perspective."

Five key questions were used to frame the discussion. These questions focused on specific types of transportation options.

1. Sufficient Transit Options

Discussion question:

- *In 25 years, there will be sufficient transit options in our region. [Agree? Disagree?]*

Discussion themes:

- ***New projects are generating optimism and excitement.*** Participants generally agreed that in 25 years, the region will have a wider variety of transit options to meet different needs. A number of participants noted that in the near future, with the arrival of projects like the Silver Line, Purple Line and streetcars/light rail, the public will have first-hand experiences with new kinds of transit. Positive public opinions of those new services will create support for additional increases in transit capacity. Others said that in the near future, the region will see dramatic new examples of how transit can catalyze transit-oriented development. Projects like Tysons, for example, will provide a transformative model for the rest of the region and the nation at large.
- ***Local bus systems are effectively meeting local needs.*** Participants expressed confidence in local bus services. Many of them also called attention to the important role of commuter bus systems, and called for enhancements in such services. Some participants indicated that local bus services are focused on meeting the needs of low-income individuals more than being an option for “choice” riders. That is, local governments have been successful in funding and implementing systems, and providing greater service, but they are not necessarily coaxing people out of cars.
- ***Lots of good plans, but doubts about implementation.*** Participants expressed concern about the length of time needed to complete large transportation projects. Noting that major projects take decades, some participants questioned whether the right steps were being taken now to make sure the “next big thing” is built 20 years from now. Participants also spoke about the underlying challenge of prioritization: Do we focus on one big project or should we try to move forward with lots of priorities?
- ***Concerns about lack of funding and leadership.*** Participants expressed frustration about the ongoing lack of funding for transportation and the implications that had for planning major new transit facilities or expanding service levels on existing facilities. Some described difficulty in realizing plans for more transit-supportive development patterns, citing insufficient market demand and the political challenges of making tough decisions.
- ***Some major regional gaps, particularly in the suburbs.*** While transit coverage in the core was acknowledged to be extensive, some participants spoke of the need for transit to reach into outer suburban locations and to connect suburbs through circumferential services. However, some participants said it was important to honestly acknowledge that we cannot provide transit in all corners of the region, particularly in low-density locations.
- ***Good land-use designs are essential for making non-road options viable.*** Almost invariably, conversations about transit options included discussion of land use, including the need to focus on mixed uses and walkability.
- ***Concern that transit systems will not be sufficiently connected across jurisdictions.*** In a number of jurisdictions, participants expressed concern that systems planning was not happening at the

regional level. While expressing optimism about local innovative services, they feared these enhancements could result in patchwork systems that will be difficult to navigate and use.

2. Sufficient Options for Drivers

Discussion question:

- *In 25 years, there will be sufficient options in our region for drivers. [Agree? Disagree?]*

Discussion themes:

- ***General acknowledgement that we won't be adding a lot of new roads in the next 25 years.*** Participants generally accepted that adding new road capacity is increasingly hard and we are unlikely to do much of it in the coming decades. Some participants generally supported this reality, noting that we already have a ubiquitous, extensive road system. Others said that new capacity is still needed, but it is unlikely to happen because of costs and other political realities.
- ***Some key road connections are still needed.*** In particular, staffers in the outer jurisdictions emphasized that their road networks have key missing gaps. They noted that their plans call for completion of these road improvements, which are local priorities. Many of these same participants said that many communities lack alternative routes and so traffic is funneled onto already congested roads. They stressed the importance of relieving bottlenecks and they also spoke about the need for more connectivity and street grids.
- ***Significantly reducing congestion is not likely.*** There was general acceptance that congestion overall is not likely to get much better, even with capacity enhancements. Participants noted that even plans that call for extensive new capacity (e.g., Northern Virginia's TransAction 2040) forecast continuing high levels of congestion on many roads.
- ***Balancing supply and demand.*** Participants said that decision makers and planners are constantly seeking to determine the right line between accommodating and discouraging driving. When considering new road capacity, they said, it is often tricky to achieve the right balance.
- ***Demand reduction is key.*** A number of participants noted that "options for drivers" should also mean non-driving alternatives. We need to moderate demand for driving by providing other transportation options and through better land use, they said.
- ***There's little appetite for tolling.*** As part of the wider topic of demand reduction, many participants acknowledged that road pricing would be highly effective. Yet, when pressed on this topic, most participants did not foresee a significantly larger role for tolling in our region. They cited the political challenges of adding new capacity, even if it is tolled. And they indicated that it was even less likely that we would toll existing capacity. (Participants at the session in D.C. expressed a different position on this last point, indicating that tolling existing roads was part of their new long-range plan, "moveDC.")

3. Sufficient Options for Pedestrians & Bicyclists

Discussion question:

- *In 25 years, there will be sufficient options in our region for pedestrians and bicyclists. [Agree? Disagree?]*

Discussion themes:

- ***“Just look at the progress we’ve made.”*** Participants widely said that over the last decade there has been a cultural shift in the general public toward acceptance of walking and bicycling. Planning professionals and decision makers have both led and followed this change in attitude. Increasingly, the way we design roads and build communities embodies a “complete streets” sensibility, most participants said.
- ***In many cases we’ve taken care of the low-hanging fruit.*** Participants observed that many improvements in recent years have been uncontroversial and relatively inexpensive, but that won’t always be the case. For example, retrofitting roads often requires giving up capacity for vehicles – which can be hard to justify given the relatively low ped/bike mode shares that are typically forecast. In suburban locations, critical last-mile gaps are a continuing challenge in getting commuters from transit to jobs. And in many jurisdictions, participants expressed concern about the insufficiency of funding for ped/bike improvements, even though they are usually much less expensive than other modes.
- ***Significant differences between inner and outer jurisdictions.*** Participants noted that in outer suburban areas, the challenges for ped/bike planning primarily relate to land use. These places still do not have enough clustered destinations to make biking and walking a viable transportation option. In contrast, inner jurisdictions increasingly have sufficient destinations within proximity, but they need more infrastructure and funding for ped/bike improvements. In discussing outer suburban locations, participants noted that walking and bicycling infrastructure is still often viewed primarily as recreational.

4. Maximizing Use of the Existing Transit System.

Discussion question:

- ***The region is making adequate progress in maximizing use of the existing transit system. [Agree? Disagree?]***

Discussion themes:

- ***Small fixes can go a long way.*** Participants spoke with enthusiasm about small steps they have taken to improve local transit services, and they agreed that more is needed. They said that all levels of transit services should be seeking new efficiencies -- things like reconfiguring seats, and improving bus stops and signage. A number of participants noted that we need to more fully employ bus priority treatments.

- ***We need to tap underutilized transit capacity.*** Participants noted that Metro stations on the eastern side of the region have lots of capacity for ridership and development. Others spoke about the opportunities for reverse commuting on both Metrorail and commuter rail. They emphasized the challenges of promoting job growth near underutilized rail stations. But they also spoke about the difficulties of designing communities that are not auto-oriented around transit stations.
- ***Transit capacity in the core is deficient.*** Participants acknowledged the Metro system's inability to keep up with growing demands in the core. They said that eight-car trains and core station improvements are essential. And in some cases, they expressed alarm that the region's transit was being expanded (particularly the Silver Line), but core capacity improvements were not yet funded.
- ***Lack of enthusiasm for WMATA's Metro 2025 package (Momentum).*** As part of an introductory briefing, TPB staff did indicate that Metro 2025 was not funded in the 2014 CLRP. In the following discussions, however, participants rarely cited this lack of funding as a pressing concern. When directly asked about it, they often expressed general support for the improvements, although some raised concerns about specific aspects of the \$6-billion package. In general, their responses indicated a sense that this was not a problem they were involved in addressing or responsible for. In some cases, participants assumed that core capacity needs will eventually get taken care of.

5. Accessibility for Disadvantaged Populations

Discussion question: d

- *The region is making adequate progress in ensuring accessibility for persons with disabilities, low incomes and limited English proficiency. [Agree? Disagree?]*

Discussion themes:

- ***Steady progress for people with disabilities.*** Largely due to ADA, participants noted, the region and the country overall have seen major progress in ensuring accessibility for people with disabilities.
- ***But full accessibility for people with disabilities is expensive and takes a long time.*** Participants noted that ADA is essentially an unfunded mandate, so funding remains a challenge. In addition, many improvements will simply take a while. One participant noted, for example, that utility poles on sidewalks cannot be relocated overnight. (Note: The cost of running MetroAccess was rarely cited by participants as an issue of major concern.)
- ***Affordable housing is the top concern regarding low-income access.*** In most discussions, participants expressed concern about the increasing lack of affordable housing near transit and in Activity Centers.
- ***But the cost and limited coverage of transit is also a problem.*** Many participants noted that transit fares are increasingly unaffordable for low-income people. They further commented that

transit services are not adequate for those who do not commute during the peak or need to travel in reverse commute directions.

Goal 2: ACTIVITY CENTERS

Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers

Regional Background Information:

As background, staff presented the Activity Centers map and list, and provided data from regional forecasts for 2040. These data included the increased percentage of anticipated growth in Activity Centers and the increased number of Activity Centers that will be connected by high-capacity transit.

Three key questions were used to frame the discussion. These questions focused on *concentration* of future development in Activity Centers, improving *circulation* within Activity Centers, and providing better *connections* between Activity Centers.

1. Concentration within Activity Centers

Discussion question:

- *In 25 years, the Activity Centers in my jurisdiction will be high-quality places in which to live and work. [Agree? Disagree?]*

Discussion themes:

- ***Broad acceptance of the concept of concentrated, mixed-use centers.*** Throughout the region, participants noted that decision makers, stakeholders and citizens have broadly endorsed the concept of Activity Centers that are mixed-use, concentrated, and walkable. They cited numerous examples of centers that are already built or are underway.
- ***But true mixed-use development is hard.*** Participants noted that the market doesn't always "follow the plan" and that political leadership is sometimes lacking. Attracting jobs is especially important, but often difficult.
- ***Activity Centers are increasingly unaffordable.*** Successful Activity Centers are often some of the most unaffordable locations in which to live. Some participants cited this as the most resonant public criticism of the idea of concentrated development.

2. Circulation with Activity Centers

Discussion question:

- *In 25 years, it will be possible to conveniently travel within the Activity Centers in my jurisdiction without a car. [Agree? Disagree?]*

Discussion themes:

- **Big attitude change in recent years.** Participants spoke proudly about their accomplishments in promoting non-motorized transportation within Activity Centers. They described a virtuous circle of creating new supplies of ped/bike infrastructure, which in turn creates new demand for non-motorized transportation facilities. Participants noted that recent experiences have shown that circulation improvements are possible everywhere, including in Activity Centers in outer jurisdictions.
- **Lack of good design is a continuing challenge.** Participants noted that density is not enough. In many locations, roads are still very focused on car travel and they are very hard to retrofit. Further, participants said that a lack of redundancy in routes and services is a continuing challenge.

3. Connections between Activity Centers

Discussion question:

- *In 25 years, the Activity Centers in my jurisdiction will be sufficiently connected to the rest of the region with a variety of transportation modes. [Agree? Disagree?]*

Discussion themes:

- **New and existing transit is making good use of Activity Centers.** Participants indicated general satisfaction that Activity Centers are increasingly connected by transit. In particular, new projects such as the Silver Line and the Purple Line are efficiently connecting corridors between Activity Centers, making multi-modal travel increasingly viable.
- **Attracting jobs is key.** Again, many participants said the fundamental challenge comes back to land use. Creating good places depends, in part, on having strong connections to other places. And developing strong connections depends on having strong employment.
- **Last-mile connections continue to be a challenge.** Even where transit connections exist, they may not be viable for commuting because jobs are not accessible on foot from the destination station – or they do not feel accessible.
- **More regional systems planning is needed.** Participants expressed concern about a lack of comprehensive, regional planning to identify opportunities and gaps among transit and other cross-jurisdictional projects. In a number of sessions, participants expressed particular interest in exploring options for circumferential corridors and for promoting reverse commuting.

Goal 3: MAINTENANCE

Ensure Adequate Systems Maintenance, Preservation, and Safety

Regional Background Information:

Staff provided information about maintenance from a regional perspective, emphasizing that the Priorities Plan identified maintenance as the region's number-one priority. TPB staff said that the 2014 CLRP provides full funding for maintenance, operations, and state of good repair for roads and transit. To a large degree, this good news was the result of recent revenue increases in Virginia and Maryland.

Discussion questions:

- *Rate how you think the region is doing in maintaining our roads. [5-1: Excellent to Poor]*
- *Rate how you think the region is doing in maintaining our transit systems. [5-1: Excellent to Poor]*

Discussion themes:

- ***Compared to other places, we're actually doing pretty well in this region.*** Many participants commented on poor conditions in other states and regions. They acknowledged that here at home, maintenance could be a lot worse.
- ***There's a perception that roads are better maintained than transit.*** Participants throughout the region, even in places not served by Metro, described negative public perceptions about Metro maintenance. In general, the participants (who were largely employees of local government) said they considered local transit to be better maintained than regional transit. Most participants acknowledged that Metro has made recent progress, but it will take a while to turn around negative public perceptions. Years of deferred maintenance on Metro have created a stigma.
- ***New money at the state level is helping to get transportation to a state of good repair.*** Participants said the recent revenue increases in Maryland and Virginia will make a big difference. Many of them said that they would have answered this question differently only a year ago.
- ***Although there's new money at the state level, funding for local roads has been squeezed.*** Participants generally expressed concern that local roads often get ignored. This was probably the point most frequently mentioned regarding road maintenance. For example, in Maryland's outer jurisdictions, participants called attention to the reductions in the Highway User Revenue Program.
- ***There's a general concern that funding will continue to be unreliable.*** Participants noted that funding is still beholden to annual budget cycles. Moreover, transportation needs still outpace funding, and participants were concerned that large capital projects could absorb most of the new revenues.

Goals 4-6

To conclude the listening sessions, staff presented the final three goals of the Priorities Plan and asked participants to comment on regional successes and where they saw the biggest gaps between what the goals call for and what we realistically can expect to see over the next 25 years.

This part of the discussion was much shorter than the earlier goals and participants were not asked polling questions. However, some recurring themes emerged from these discussions, which are described below.

Goal 4: Maximize Operation Effective and Safety of the Transportation System

- ***Self-optimizing systems will offer big opportunities.*** In a number of sessions, participants spoke about autonomous vehicles and buses. They also described ways in which technology will make car sharing even more convenient than it is today. They said we need to “get ahead” of such technologies. In some cases, participants expressed concern that we are behind—or seem to be behind – in implementing new technologies to improve transportation efficiencies.
- ***Data coordination is vital.*** Participants spoke about the need to promote cross-jurisdictional data coordination. In some cases, they spoke about lack of data, lack of data compatibility, or simply lack of data sharing.

Goal 5: Enhance Environmental Quality, and Protect natural and Cultural Resources

- ***Emphasize public health.*** Participants said that a greater emphasis should be placed on the strong linkages between public health and active transportation.
- ***Evaluate transportation and land-use options for climate change impacts.*** Participant said that in seeking to reduce greenhouse gases, the region needs to focus on evaluating the potential impacts of land-use changes and transportation investments.

Goal 6: Support Inter-Regional and International Travel and Commerce

- ***Airports are economic engines for the region.*** Many participants generally commented on the important economic role of airports, including for freight.
- ***Airport access is a continuing challenge.*** Participants in several sessions noted that airport access is inadequate.

WHAT CAN/SHOULD THE TPB AND COG DO IN THE FUTURE?

To close the conversations, participants were asked what the TPB and COG should do to further promote implementation of the principles of the RTPP and Place + Opportunity. Some the ideas that were suggested are listed below:

- **Regional Planning**
 - **Scenario analysis** – Translate the RTPP’s strategies into specific scenarios and analyze what the impacts and benefits would be.
 - **Regional inventory of planned unfunded projects** – Develop an inventory of unfunded transportation projects that are in the approved plans of the TPB’s members jurisdictions. Such an inventory can be potentially used for future analysis, including scenarios.
 - **Define, clarify and focus upon true regional challenges** – Focus on things that can only be accomplished if we work together – and the benefits of doing so.
- **Technical Assistance**
 - **Support and expand high-payoff, low-cost technical assistance.** Examples include the TPB’s Transportation/Land-Use Connections (TLC) Program and the ULI Technical Assistance Program.
 - **Provide information and analysis for decision-making related to Activity Centers.** Examples could include information on how to reduce parking requirements, what density thresholds are needed to support transit, or how (re)development can occur in underutilized Activity Centers on the eastern side of the region.

VI. NEXT STEPS

This report will be used to inform future work activities that will follow up on the RTPP. Such activities may include new outreach, regional analysis, and a refocusing of programs regarding technical assistance.



Are We Achieving Our Regional Transportation Goals?

Draft Report

Listening Sessions

with the Staff of the COG/TPB Member Jurisdictions
on the RTPP and Place + Opportunity

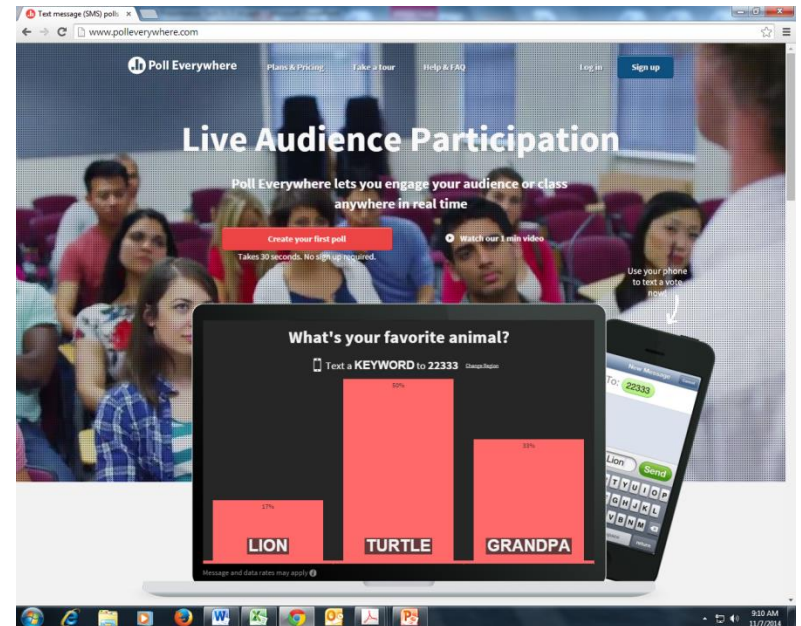
John Swanson, Principal Transportation Planner
Transportation Planning Board
November 19, 2014

Overview

- 10 Sessions, June-October, 2014
- More than 90 participants –
 - Professional staff from a variety of local departments, perspectives
- Purpose:
 - Gather info on whether/how the staff of our members believe we are achieving regional goals
 - Expand awareness of the RTPP and Place + Opportunity

Methodology

- Two-hour focus groups
- Short presentations:
 - RTPP
 - Place + Opportunity
 - CLRP baseline info
- Polling software used to launch discussion:
 - 10 questions answered with cell phones
 - Polleverywhere.com





Goal 1: Options

Having more options to choose from makes it easier for people to find the travel mode that works best for them



Sufficient Transit Options

Discussion question:

In 25 years, there will be sufficient transit options in our region.

[Agree? Disagree?]

Discussion themes:

- New projects are generating optimism and excitement.
- Local bus systems are effectively meeting local needs
- Lots of good plans, but doubts about implementation.
- Concerns about lack of funding and leadership.
- Some major regional gaps, particularly in the suburbs.
- Good land-use designs are essential for making non-road options viable
- Concern that transit systems will not be sufficiently connected across jurisdictions.

Sufficient Options for Drivers

Discussion question:

In 25 years, there will be sufficient options in our region for drivers. [Agree? Disagree?]

Discussion themes:

- General acknowledgement that we won't be adding a lot of new roads in the next 25 years.
- But some key road connections are still needed.
- Significantly reducing congestion is not likely.
- Tricky to find the right balance between providing supply and reducing demand.
- There's little appetite for tolling.

Sufficient Options for Pedestrians & Bicyclists

Discussion question:

In 25 years, there will be sufficient options in our region for pedestrians and bicyclists. [Agree? Disagree?]

Discussion themes:

- “Just look at the progress we’ve made” – big changes in the last decade.
- In many cases we’ve taken care of the low-hanging fruit.
- Significant differences between inner and outer jurisdictions.

Maximizing Use of the Existing Transit System

Discussion question:

The region is making adequate progress in maximizing use of the existing transit system. [Agree? Disagree?]

Discussion themes:

- Small fixes can go a long way -- e.g., improving bus stops.
- There is still underutilized capacity to tap -- e.g., reverse commute, lines on the eastern side of the region.
- Transit capacity in the core is deficient.
- Lack of enthusiasm for WMATA's Metro 2025 package (Momentum).

Accessibility for Disadvantaged Populations

Discussion question:

The region is making adequate progress in ensuring accessibility for persons with disabilities, low incomes and limited English proficiency.

[Agree? Disagree?]

Discussion themes:

- Steady progress for people with disabilities.
- But full accessibility for people with disabilities is expensive and takes a long time
- Affordable housing is the top concern regarding low-income access.
- But the cost and limited coverage of transit is also a problem.



Goal 2: Activity Centers

Concentrate housing and job development in Activity Centers, connect Activity Centers with high-capacity transportation options, and enhance local circulation

Concentration In Activity Centers

Discussion question:

In 25 years, the Activity Centers in my jurisdiction will be high-quality places in which to live and work. [Agree? Disagree?]

Discussion themes:

- Broad acceptance of the concept of concentrated, mixed-use centers.
- But true mixed-use development is still challenging to implement.
- Activity Centers are increasingly unaffordable.

Circulation Within Activity Centers

Discussion question:

In 25 years, it will be possible to conveniently travel within the Activity Centers in my jurisdiction without a car. [Agree? Disagree?]

Discussion themes:

- Big attitude change in recent years.
- Lack of good design is a continuing challenge.

Connections Between Activity Centers

Discussion question:

*In 25 years, the Activity Centers in my jurisdiction will be sufficiently connected to the rest of the region with a variety of transportation modes.
[Agree? Disagree?]*

Discussion themes:

- New and existing transit is making good use of Activity Centers.
- Attracting jobs is key.
- Last-mile connections continue to be a challenge.
- More regional systems planning is needed.

Goal 3: Maintenance & Safety

Keeping the region's roads, bridges, and transit systems in a state of good repair in order to ensure reliability and safety



Maintenance of Roads & Transit

Discussion questions:

- *Rate how you think the region is doing in maintaining our roads. [5-1: Excellent to Poor]*
- *Rate how you think the region is doing in maintaining our transit systems. [5-1: Excellent to Poor]*

Discussion themes:

- Compared to other places, we're actually doing pretty well in this region.
- Perception that roads are better maintained than transit.
- New state money helping to get systems to a state of good repair.
- Even with new state money, funding for local roads is squeezed.
- General concern that funding will continue to be unreliable.

Goals 4-6

Goal 4: Maximize Operation Effective and Safety of the Transportation System

- Self-optimizing systems will offer big opportunities.
- Data coordination is vital

Goal 5: Enhance Environmental Quality, and Protect natural and Cultural Resources

- Emphasize public health.
- Evaluate transportation and land-use options for climate change impacts.

Goal 6: Support Inter-Regional and International Travel and Commerce

- Airports are economic engines for the region.
- Airport access is a continuing challenge.

What Can/Should the TPB and COG Do in the Future?

Some suggested ideas:

Regional Planning

- Scenario analysis.
- Regional inventory of planned unfunded projects
- Define, clarify and focus upon true regional challenges

Technical Assistance

- Support and expand high-payoff, low-cost technical assistance.
- Provide information and analysis for decision-making related to Activity Centers.

QUESTIONS?

John Swanson jswanson@mwcog.org
Dan Sonenklar, dsonenklar@mwcog.org
Ben Hampton, bhampton@mwcog.org
Sophie Mintier, smintier@mwcog.org

ITEM 12 - Information

November 19, 2014

Briefing on the Request From the Metropolitan Washington Air Quality Committee (MWAQC) and the Climate, Energy and Environment Policy Committee (CEEPC) to Affirm the 2008 COG Greenhouse Emissions Reduction Goals

Staff Recommendation: Receive briefing on

- a proposed TPB resolution to affirm the COG greenhouse emission reduction goals, and on
- COG actions to establish a multi-sector, multi-disciplinary professional working group to explore establishing a target for screening the regional transportation plan, based upon the COG goals.

Issues: None

Background: At the October 15 meeting, the Board was briefed on an October 9 letter from MWAQC and CEEPC requesting that the TPB affirm the 2008 COG greenhouse gas reduction goals. The letter also informed the TPB that the two committees have asked COG to convene a multi-sector, multi-disciplinary professional working group to explore establishing a target for screening the regional transportation plan, based upon the COG greenhouse gas reduction goals.

TPB REVIEW DRAFT – 11-19-2014

**TPB RXX- 2014
December 17, 2014**

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

RESOLUTION ON THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS' REGIONAL MULTI SECTOR GOALS FOR REDUCING GREENHOUSE GASES

WHEREAS, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the National Capital Region (Region), has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) to carry out a continuing, cooperative and comprehensive transportation planning for the Region; and

WHEREAS, the TPB is committed to preserving and enhancing the Region's environment through transportation plans focused on reducing congestion and emphasizing projects and programs that move more people and goods efficiently and reduce reliance on single-occupant vehicles; and

WHEREAS, the TPB, which is associated with the Metropolitan Washington Council of Governments (COG) as an independent policy committee, works closely with COG's Board of Directors ("COG Board") and its regional policy advisory committees, including the Climate, Energy, and Environment Policy Committee, and the *Region Forward* Coalition, as well as the Metropolitan Washington Air Quality Committee on matters of regional multi-sectorial planning; and

WHEREAS, in November 2008 the COG Board, through resolution R60-08, adopted the *National Capital Region Climate Change Report* that included voluntary goals to reduce greenhouse gases by 10 percent below business as usual projections by 2012 to encourage early action, by 20 percent below 2005 levels by year 2020 to encourage expansion of recommended policies and programs, and by 80 percent below 2005 levels by year 2050 to stimulate support for research into technologies and clean fuels needed to stabilize greenhouse gas emissions; and

WHEREAS, in January 2010 the COG Board, through Resolution R9-10, adopted the *Greater Washington 2050 Coalition Report And Voluntary Regional Compact* that set out goals in nine areas and incorporated the previously adopted regional greenhouse gas emission reduction goals; and

WHEREAS, TPB's *What Would it Take* scenario analysis in 2010 quantified the effects of transportation sector specific actions for reducing greenhouse gas emissions; and

WHEREAS, the recommended greenhouse gas reduction actions in the *National Capital Region Climate Change Report* and the *What Would it Take* scenario analysis provide significant co-benefits and enhance the future of the Region's quality of life; and

TPB REVIEW DRAFT – 11-19-2014

WHEREAS, the Region has benefited from federal, state and local actions across sectors that, even while accommodating considerable growth, have achieved significant reductions in emissions of criteria and other pollutants including fine particulate matter, carbon monoxide, sulfur dioxide, nitrogen oxides, and volatile organic compounds; and

WHEREAS, actions taken to address criteria pollutants in the Region have also reduced greenhouse gas emissions; and

WHEREAS, TPB recognizes achieving reductions in criteria pollutants and greenhouse gas emissions as a priority and has been reporting projected on-road greenhouse gas emissions in the CLRP Performance Report; and

WHEREAS, there is a need to identify additional cost-effective, coordinated actions that may be taken across all sectors of the Region's economy to further reduce greenhouse gas emissions and optimize the economic well-being and environmental quality of our region; and

WHEREAS, COG now intends to convene a multi-sector, multi-disciplinary professional working group to identify implementable local, regional and state actions in each of the four sectors including the transportation sector and quantify benefits, costs and implementation schedules, to inform exploration of greenhouse gas reduction goals for the transportation sector.

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:

1. Affirms COG's regional, multi-sectoral goals for greenhouse gas reductions, as guided by jurisdictional endorsements of the Greater Washington 2050 Compact.
2. Commits TPB staff and resources to supporting the proposed multi-disciplinary professional working group to be convened by COG to develop a multi-sector action plan to reduce greenhouse gas emissions, criteria pollutants and other related co-benefits.

ITEM 13 - Information

November 19, 2014

Briefing on the Development of a List of Unfunded Transportation Projects

Staff Recommendation: Receive briefing on the development of a list of transportation projects which could not be included in the CLRP because funding has not been identified.

Issues: None

Background: At the September TPB meeting, the Board requested the development of a list of transportation projects which could not be included in the CLRP because funding has not been identified. The TPB jurisdictions and agencies will be asked to provide recognized priority transportation projects and their cost estimates for inclusion in the regional list.



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

November 12, 2014

To: Transportation Planning Board

From: Robert E. Griffiths,
Acting Co-Deputy Director of Transportation Planning

Subject: Development of List of Unfunded Transportation Projects

At the September 17, 2014 TPB meeting Board Member Jonathan Way from the City of Manassas asked staff to develop a list of the region's unfunded transportation projects. He noted that the draft CLRP Financial Plan stated that the region has many unfunded transportation needs, but it does not specify what those needs are or how much they would cost. He stated that it is as important for the region to know what is not currently being funded as well as what is being funded. Mr. Way suggested that this list of unfunded projects should include all transportation projects in the region that states and local governments had approved in their long-range plans, but were not currently included in the CLRP. This list should also include cost information about these projects.

At the October 9, 2014 TPB Citizen Advisory Committee (CAC) discussed TPB member Jonathan Way's request that staff compile a list of planned, but unfunded transportation projects and passed a resolution stating that CAC supported his request. This CAC resolution also added a further request that the compilation of unfunded projects include a public participation component. The CAC saw the compilation of unfunded projects as opportunity to engage the public in a regional discussion about issues and projects they care about, and what it would take to achieve their funding and implementation.

As directed by the Board at its September 17, 2014 meeting, TPB staff proposes to work with the members of the TPB Technical Committee to compile this list of unfunded transportation projects. Staff will ask the TPB Technical Committee member from each member jurisdiction to provide a listing of all transportation projects in their jurisdiction that are in an approved plan, but not currently in the CLRP, but would be eligible to be included if funding were available and to provide a cost estimate and/or cost estimate range for each project in this list. It is expected that these unfunded projects would be drawn primarily from the Move DC Plan in the District of Columbia, the local jurisdiction MDOT priority letters in Maryland and the NVRTA Transaction Plan 2040 in Virginia. In addition, local jurisdiction TPB Technical Committee members and TPB Technical Committee members representing WMATA, PRTC, NVTC, VRE and MARC will also be asked to provide a listing and cost estimates for unfunded projects in their approved transit plans.

TPB staff will compile these lists into a single document and present this information to the TPB for review. After review of the unfunded project listing by the TPB and at its direction, staff could work with the CAC on a process to engage the public in a regional discussion about these projects and what would be necessary to achieve their funding and implementation.

ITEM 14 - Information

November 19, 2014

Briefing on the Draft Update of the Bicycle and Pedestrian Plan
for the National Capital Region

Staff Recommendation: Receive briefing on the draft 2014 Bicycle and Pedestrian Plan for the National Capital.

Issues: None

Background: The draft 2014 Bicycle and Pedestrian Plan identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2040 for major bicycle and pedestrian facilities. This plan is an update to the 2010 plan. The Board will be asked to approve the 2014 plan at its December 17 meeting.

Bicycle and Pedestrian Plan for the National Capital Region



DRAFT November 7, 2014

National Capital Region Transportation Planning Board

CREDITS

Technical Oversight

Bicycle and Pedestrian Subcommittee
Of the TPB Technical Committee

Director, Department of Transportation Planning

Kanti Srikanth

Systems Management Planning Director

Andrew Meese

Report Authors

Michael J. Farrell
Andrew Meese

Contributors

Andrew Austin
Jessica Mirr
Jim Sebastian

ABSTRACT

CREDITS

TABLE OF CONTENTS

EXECUTIVE SUMMARY

INTRODUCTION

A. The <i>Vision and Region Forward</i>	i-1
B. Bicycling and Walking in the National Capital Region.....	i-2
C. Plan Development and Organization	i-4

1. PLANNING CONTEXT

A. Overview	1-1
B. Transportation Vision of the Transportation Planning Board.....	1-1
C. Region Forward 2050	1-3
D. Regional Transportation Priorities Plan	1-5
E. Complete Streets	1-6
F. Green Streets and Air Quality.....	1-7
G. Constrained Long-Range Plan.....	1-8
H. Transportation Improvement Program.....	1-8
I. Priority Unfunded Bicycle and Pedestrian Projects.....	1-9
J. Bicycling and Walking in the Regional Transportation Model	1-11
K. Encouraging Walking and Bicycling.....	1-11
L. Federal Policies.....	1-12
i. Americans with Disabilities Act.....	1-13
ii. MAP-21 and Transportation Alternatives.....	1-13
iii. American Recovery and Reinvestment Act.....	1-14
M. State Policies.....	1-15
i. District of Columbia	1-15
ii. Maryland.....	1-18
iii. Virginia	1-19
N. Local Bicycle and Pedestrian Plans	1-21
O. Local Bicycle and Pedestrian Staffing.....	1-23
P. Safe Routes to School	1-24
Q. WMATA	1-27
R. Regional Bicycle and Pedestrian Planning	1-28
i. Precursors to the Current Plan	1-28
ii. Sources of the Regional Plan Projects	1-29
S. Outlook	1-30

2. BICYCLING AND WALKING IN THE WASHINGTON REGION

A. Overview.....	2-1
B. Walking and Bicycling According to the US Census.....	2-3
C. COG/TPB Household Travel Survey	2-8
i. Mode Share Trends.....	2-10
ii. Walk and Bike Mode Share by Jurisdiction	2-11
iii. Walk and Bike Trips by Purpose	2-12
iv. Trip Lengths by Mode	2-15
v. Miles Traveled by Jurisdiction.....	2-16
vi. Walk and Bike Trips by Jurisdiction	2-18
vii. Walking and Bicycling by Time of Day.....	2-19
D. Geographically Focused Household Travel Surveys	2-21
E. Bicycle Counts in the Metro Core	2-22
F. Demographics of Pedestrian and Bicycle Commuters	2-25
G. Commute Trip Distances	2-29
H. Walking and Bicycling to Transit.....	2-31
I. Outlook	2-33
J. Data Sources	2-35

3. PEDESTRIAN AND BICYCLE SAFETY

A. Overview.....	3-1
B. Scope of the Problem.....	3-1
C. Distribution of Fatalities by Jurisdiction.....	3-3
D. Distribution of Injuries by Jurisdiction	3-7
E. Factors Contributing to Pedestrian and Bicycle Crashes.....	3-13
F. Legal Status of Pedestrians and Bicyclists.....	3-14
G. Street Smart Pedestrian and Bicycle Safety Campaign	3-20
i. Evaluation Results	3-21
H. Outlook	3-22

4. EXISTING FACILITIES FOR BICYCLISTS AND PEDESTRIANS

A. Overview.....	4-1
B. Shared-Use Paths	4-1
C. Side-Paths	4-2
D. Bicycle Lanes.....	4-3
E. Buffered Bike Lanes	4-4
F. Protected Lanes (Cycle Tracks).....	4-5
G. Dual Facilities	4-6
H. Signed Bicycle Routes	4-7

I. Long-distance Bicycle Routes	4-7
J. Exclusive Bus/Bike Lanes	4-8
K. Bridges	4-8
L. On-line Bicycle and Pedestrian Routing	4-9
M. Bicycles and Public Transit	4-9
N. Pedestrian Access to Transit	4-11
O. Bike Parking	4-12
P. Bike Sharing	4-13
Q. Outlook	4-14

5. GOALS AND INDICATORS

A. Goals from the Vision and Region Forward	5-1
B. Targets, Indicators, and Baseline Conditions	5-3

6. RECOMMENDED PRACTICES

A. Adopt “Complete Streets” Policies	6-1
B. Adopt Consistent Design, Construction & Maintenance Guidelines	6-4
C. Minimize Curb Radii and Crossing Distance	6-6
D. Set Target Speeds Appropriate to Surrounding Land Use	6-6
E. Prioritize Urban Core and Activity Centers	6-6
F. Integrate Walking and Bicycling into Public Transit	6-7
G. Provide Adequate Bicycle Support Facilities	6-9
H. Expand the Regional Bike Sharing Program	6-9
I. Carry out Safety and Education Programs	6-10
J. Encourage Walking and Bicycling	6-12
K. Carry out High Visibility Demonstration Projects	6-12
L. Designate a Bicycle and Pedestrian Coordinator at Each Agency ..	6-13

7. THE 2040 BICYCLE AND PEDESTRIAN NETWORK

A. Regional Bicycle and Pedestrian Network in 2040	7-1
B. Progress Since 2010	7-1
C. Funding and Cost Estimates	7-2
D. Explanation of Project Listings	7-3
E. Table of Mapped Bicycle and Pedestrian Projects	7-4
F. Map of Major Bicycle and Pedestrian Projects	7-11

APPENDICES:

A. 2014 Plan Bicycle and Pedestrian Projects
--

- B. Project Database Data Dictionary and Sample Database Entry Form
- C. Completed Projects from the 2010 Bicycle and Pedestrian Plan
- D. Metro Core Cordon Counts
- E. Metrorail Stations Sorted by Walk and Bike Mode of Access
- F. Links and Resources
- G. Glossary
- H. Glossary of Acronyms
- I. Bibliography

Executive Summary

Prologue

The Washington region has seen rapid changes in the four years since the last regional bicycle and pedestrian plan was adopted. New neighborhoods have grown up and old ones have been revitalized. The people living and working in these new urban neighborhoods are mostly walking, bicycling and using transit for their daily needs. Bicycle infrastructure in the urban core is better than ever, with protected bicycle lanes, paths, on-street bike parking to meet surging demand, and better support facilities at the workplace. Car-sharing, on-line shopping, and delivery services have made it easier to live without a personal automobile. Bike-sharing, which existed only as a pilot program in 2010, has succeeded beyond expectations, providing an option for those who prefer not to own their own bicycle.

Walkable and bikeable activity centers are also growing in the inner suburbs, especially near Metrorail. New Metrorail stations are opening, and old ones are being made more accessible by foot and bicycle. While the automobile still dominates travel and living patterns in the greater Washington region, walkable urban living is growing faster than anticipated.

Overview of the Plan

This *Bicycle and Pedestrian Plan for the National Capital Region* identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2040 for major bicycle and pedestrian facilities. This plan is an update to the 2010 *Bicycle and Pedestrian Plan for the National Capital Region*.

The National Capital Region Transportation Planning Board (TPB), composed of governments and agencies from around metropolitan Washington, has developed this plan with the support of its Bicycle and Pedestrian Subcommittee. The plan incorporates the goals, targets, and performance indicators for walking and bicycling from the *TPB Vision* (1998) and the Council of Governments' *Region Forward 2050* (2010) plans.

In addition to building upon the *TPB Vision*, the *Bicycle and Pedestrian Plan for the National Capital Region* draws on and has been shaped by a number of regional, state, and local policy statements, plans, and studies. These include the TPB's regularly updated Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP); federal and state guidance on bicycle and pedestrian facilities; and a wealth of state and local bicycle and pedestrian plans from around the region.

The *Bicycle and Pedestrian Plan for the National Capital Region* is intended to be advisory to the CLRP and TIP, and to stand as a resource for planners and the public. In

contrast to the CLRP, the *Bicycle and Pedestrian Plan* includes both funded and unfunded projects – projects in this plan may not yet have funding identified to support their implementation.

Planning Context

A number of federal, state, and local activities, as noted above, provide the planning context (Chapter 1) for this document. At all levels the trend is to require or strongly encourage the routine inclusion of pedestrian and bicycle facilities in all transportation, a policy sometimes known as “complete streets”.

Jurisdictions and agencies around the region maintain active bicycle and pedestrian planning and coordination programs. Within this context, the TPB incorporates bicycle and pedestrian considerations into overall regional transportation planning, bike-to-work components of the Commuter Connections program, the Transportation-Land Use Connections program, and the region’s Access for All Committee concerning minority, low-income, and disabled communities. The Transportation Planning Board and the Council of Governments support bicycling and walking and their health, community, pollution reduction, and congestion reduction benefits for the region.

Bicycling and Walking in the National Capital Region

The state of bicycling and walking in the Washington region (Chapter 2) includes success stories, challenges, and opportunities for improvement. Data from the 2007/2008 Household Travel Survey, the U.S. Census, surveys, and other sources provide an understanding of where bicycling and walking are found throughout the region, as well as who is walking and bicycling. These data may point to opportunities for increasing these activities, and support the need to consider bicycling and walking in overall roadway and transit planning and engineering.

Safety

Bicycle and pedestrian safety (Chapter 3) is a key challenge for the region. The plan describes the scope of the safety problem, its geographic and demographic distribution across the region, and the legal rights and responsibilities of drivers, pedestrians, and bicyclists. Unfortunately, bicycle and pedestrian safety issues are found throughout the region. The region and member agencies are actively pursuing a number of engineering, enforcement, and educational strategies to reduce deaths and injuries.

Existing Facilities

The Washington region benefits from a number of popular bicycle and pedestrian facilities in place in our communities (Chapter 4). The region's transit agencies have also worked to provide access and accommodation of bicycling and walking to and on their systems. A goal of this plan is to complement and augment the existing system of facilities.

Goals and Indicators

Region Forward 2050 and the TPB's *Vision* of 1998 both encourage walking and bicycling. *Region Forward 2050* calls for more rapid implementation of the projects in this plan, increased walking and bicycling, and reduced pedestrian and bicyclist fatalities, as well as setting targets and indicators which will measure progress towards the regional goals. It also calls for specific targets and indicators which will measure progress towards the plan goals. Chapter 5 incorporates the goals in the *Vision* and *Region Forward 2050* relevant to walking and bicycling, as well as the corresponding targets and indicators from *Region Forward*. It also suggests additional indicators which could be used to measure progress.

Recommended Best Practices

Convenient and safe bicycle and pedestrian access is a key goal of the TPB's *Vision* and the Council of Governments' *Region Forward 2050* plans. To help achieve this, the Bicycle and Pedestrian Subcommittee developed a set of recommended best practices (Chapter 6) for the design and implementation of bicycle and pedestrian facilities, as well as for the incorporation of bicycling and walking considerations into overall roadway and transit design. Best practices are based upon national and state laws and guidelines.

Planned Bicycle and Pedestrian Facilities and Improvements

Improvements included on the plan's list of regional bicycle and pedestrian projects (overview in Chapter 7 and the full listing in Appendix A) were identified, submitted and reviewed by agency staffs of TPB member jurisdictions. The plan includes 475 bicycle and pedestrian facility improvement projects from across the region.

If every project in the plan were implemented, in 2040 the region will have added over 2000 miles of bicycle lanes, nearly 2000 miles of shared-use paths, hundreds of miles of signed bicycle routes (signage without additional construction), 31 pedestrian intersection

improvements, and fifteen pedestrian/bicycle bridges or tunnels. A new bicycle and pedestrian crossing over the Potomac would be created, at the American Legion Bridge, and bridges over the Anacostia River would be improved for pedestrians and bicyclists. In addition, 27 major streetscaping projects would improve pedestrian and bicycle access and amenities in DC, Bethesda, Arlington, Tysons Corner and other locations.

If it implements the projects in this plan, by 2040 the region will have approximately 4500 miles of bike lanes and multi-use paths, nearly seven times the current total.

Progress since the 2010 Bicycle and Pedestrian Plan

Fifty-four projects from the 2010 Bicycle and Pedestrian Plan have been completed, including the 11th Street Bridge Trail and several protected or buffered bike lanes. The region added 50 miles of multiuse path and 45 miles of bike lanes. This does not include many projects that have been partially completed, or any privately provided facilities, or projects such as sidewalk retrofits that were too small to be included in a regional plan.

The Washington region has become a national leader in innovative policies and designs, especially bike sharing (public self-service bicycle rental). In September 2010, the District of Columbia and Arlington County launched a regional bike sharing system, [Capital Bikeshare](#), which has since expanded to over 2500 bicycles at 300 stations in DC, Arlington, Alexandria, and Montgomery County.

Costs

Total estimated cost of projects in the draft plan is about \$2 billion (2014 dollars). For projects without an agency-submitted estimate, or in which the project appeared to be part of a larger transportation project, cost was imputed on a mileage and project type basis. Cost estimates should be considered as order-of-magnitude and in most cases do not reflect engineering-level estimates.

On-Line Resources

Development of the *Bicycle and Pedestrian Plan for the National Capital Region* has benefited from an on-line plan project database, a resource separate from the printed document. Bicycle and Pedestrian Subcommittee members were able to view, enter, and edit their project listings on-line. This on-line database will facilitate keeping the regional list accurate and up-to-date, and will facilitate integration of information from this plan into the region's *Constrained Long-Range Plan* and Transportation Improvement Program as necessary. A public access version of this on-line version of this database can be found at <http://www.mwcog.org/bikepedplan/>.

Outlook

The TPB's *Vision* and the Council of Governments' *Region Forward 2050* plans call for convenient, safe bicycle and pedestrian access, walkability in regional activity centers and the urban core, reduced reliance on the automobile, increased walking and bicycling overall, inclusion of bicycle and pedestrian facilities in new transportation projects and improvements, and implementation of a regional bicycle and pedestrian plan. The *Bicycle and Pedestrian Plan for the National Capital Region* provides a blueprint for making the region a better place for bicycling and walking.

Introduction



**Bicycling, Walking and the Vision of the
Transportation Planning Board**

The National Capital Region Transportation Planning Board (TPB) has long recognized the benefits of bicycling and walking in the region's multi-modal transportation system. The Transportation Planning Board's [Transportation Vision for the 21st Century](#), adopted in 1998, emphasizes bicycles and pedestrians in its goals, objectives and strategies.



Figure 1: Green Bike Lane

A key goal of the *Vision*, and of subsequent regional plans, is a strong urban core and a set of regional activity centers, which will provide for mixed uses in a walkable environment and reduced reliance on the automobile.

*The Urban Core has
a Growing Network
of Bicycle Lanes*

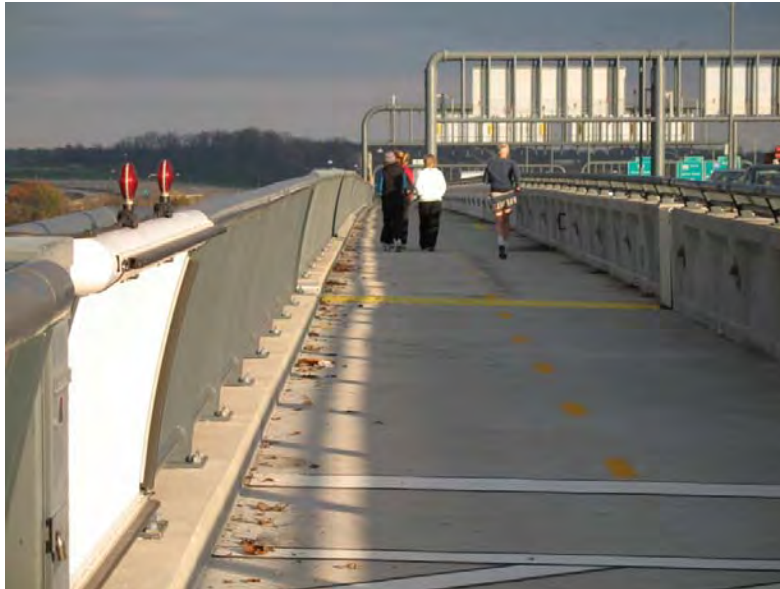


Figure 2: Woodrow Wilson Bridge Trail

*The Woodrow
Wilson Bridge
Trail opened in
2009*

Region Forward 2050

In 2010 the Metropolitan Washington Council of Governments adopted [Region Forward](#), a vision for the National Capital region in 2050. *Region Forward* built on the TPB *Vision*, calling for more rapid implementation of the regional bicycle and pedestrian plan, increased walking and bicycling, and reduced pedestrian and bicyclist fatalities.

This plan incorporated the goals, targets, and indicators from *Region Forward* which relate to walking and bicycling, as well as some additional indicators which will help show how well those goals are being met.

Complete Streets

The National Capital Region Transportation Planning Board adopted a [Complete Streets](#) policy in May 2012. The policy defined a complete street as one that safely and adequately accommodates motorized and nonmotorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility. The TPB endorsed the concept of Complete Streets and encouraged its member governments, which had not already done so, to adopt a Complete Streets policy.

The three States and a majority of the local governments in the Washington region now have Complete Streets policies. This is significant in that, insofar as Complete Streets policies are implemented, some kind of accommodation for pedestrians and bicyclists will be built as part of larger transportation projects.

Regional Transportation Priorities Plan

The National Capital Region Transportation Planning Board Regional Transportation Priorities Plan adopted the [Regional Transportation Priorities Plan](#) (RTTP) in January 2014. The Regional Transportation Priorities Plan aims to identify strategies with the greatest potential to respond to our most significant transportation challenges. It also aims to identify those strategies that are "within reach" both financially and politically--recognizing the need for pragmatism in an era of limited financial resources and a lack of political will to raise significant amounts of new revenue.

The RTTP expands on the TPB Vision goals for walking and bicycling, proposing improved access to transit stops and stations, expanded pedestrian and bicycle infrastructure, promotion of walking and bicycling, and concentration of

*Walking and
Bicycling
account for 9%
of all trips in the
region*

growth in walkable, bikeable activity centers.

Bicycling and Walking in the National Capital Region

The Washington region is nationally known for the quality, beauty, and extent of its bicycle paths. Its walkable core neighborhoods attract residents and visitors alike. The region has a strong foundation of walking and bicycling facilities to build upon.¹

Taken together, bicycling and walking are a significant and growing mode of transportation in the Washington region. According to the Metropolitan Washington Council of Governments' 2008 Household Travel Survey walking and bicycling account for 9% of all trips in the Washington region, up from 8.3% in 1994. Bicycling to Work in the District of Columbia nearly quadrupled, from 1.16% in 2000 to 4.1% in 2012.

Recent years have seen progress for bicyclists and pedestrians. Several major new trails and bridges have opened, and most local governments have adopted bicycle, pedestrian, and/or trail plans. Most of the transit agencies in the region have added bike racks to their buses. Bicycle or pedestrian coordinators and trail planners are now found at most levels of government. In accordance with federal guidance and state and local [Complete Streets](#) policies, pedestrian and bicycle facilities are increasingly being provided as part of larger transportation projects. Employers are investing in bike facilities at work sites, and developers are including paths in new construction.² [Capital Bikeshare](#), which launched in September 2010, has been a dramatic success, and now features over 2500 bicycles at over 300 stations.

*One fourth of all
driver trips in the
Washington Region
are less than 1½ miles
long*

Bicycling and walking could reach a greater potential in the Washington region, however. Many trips currently taken by automobile could be taken by bicycle. The average work trip length for all modes in the Washington Metropolitan Statistical Area is 16 miles.³ But 17% of commute trips are less than five miles, a distance most people can cover by bicycle.

Many people who live far from their jobs, but closer to transit or a carpool location could walk or bike to transit or the carpool instead of driving.

¹ Green Bike Lane Photo: City of Alexandria

² Woodrow Wilson Bridge Trail Photo: COG/TPB / Michael Farrell

³ National Capital Region Transportation Planning Board, *2013 State of the Commute Survey Report*, p. 32.

The potential for shifting non-work trips to bicycling or walking is even greater than for work trips. The average non-work trip is a little more than five miles, and nearly 3/4 of all trips are non-work trips.⁴ The median auto driver trip in the Washington region, according to the 2008 COG Household Travel Survey, is four miles. The median trip for an auto passenger is only 2.8 miles. One fourth of all auto trips are less than 1½ miles in length. Destinations such as schools, shopping, and recreational facilities are often close enough to walk or bicycle. Bicycling and walking have considerable potential to displace automobile trips if suitable transportation, design, safety, parking, school siting, and land development policies are followed.

*The New York Avenue
Metro Station
Incorporates a Shared-
Use Path and Bicycle
Parking*

Plan Development and Organization

This plan has been prepared by the National Capital Region Transportation Planning Board, the federally designated Metropolitan Planning Organization (MPO) for the Washington region. The TPB is made up of representatives of 21 local governments, the departments of transportation of Maryland, Virginia, and the District of Columbia, the state legislatures, and the Washington Metropolitan Area Transit Authority (WMATA). Member jurisdictions are shown in Figure i-A on page i-6.



Figure 3: New York Avenue Metro Station and Metropolitan Branch Trail

This document presents the long-range Bicycle and Pedestrian Plan for the Washington Region through the year 2040. The plan is a list of regional projects identified by the TPB member jurisdictions, accompanied by recommended best practices and a description of existing facilities and regional trends for bicycling and walking. This plan includes both funded and unfunded projects. It does not specify design guidelines, but

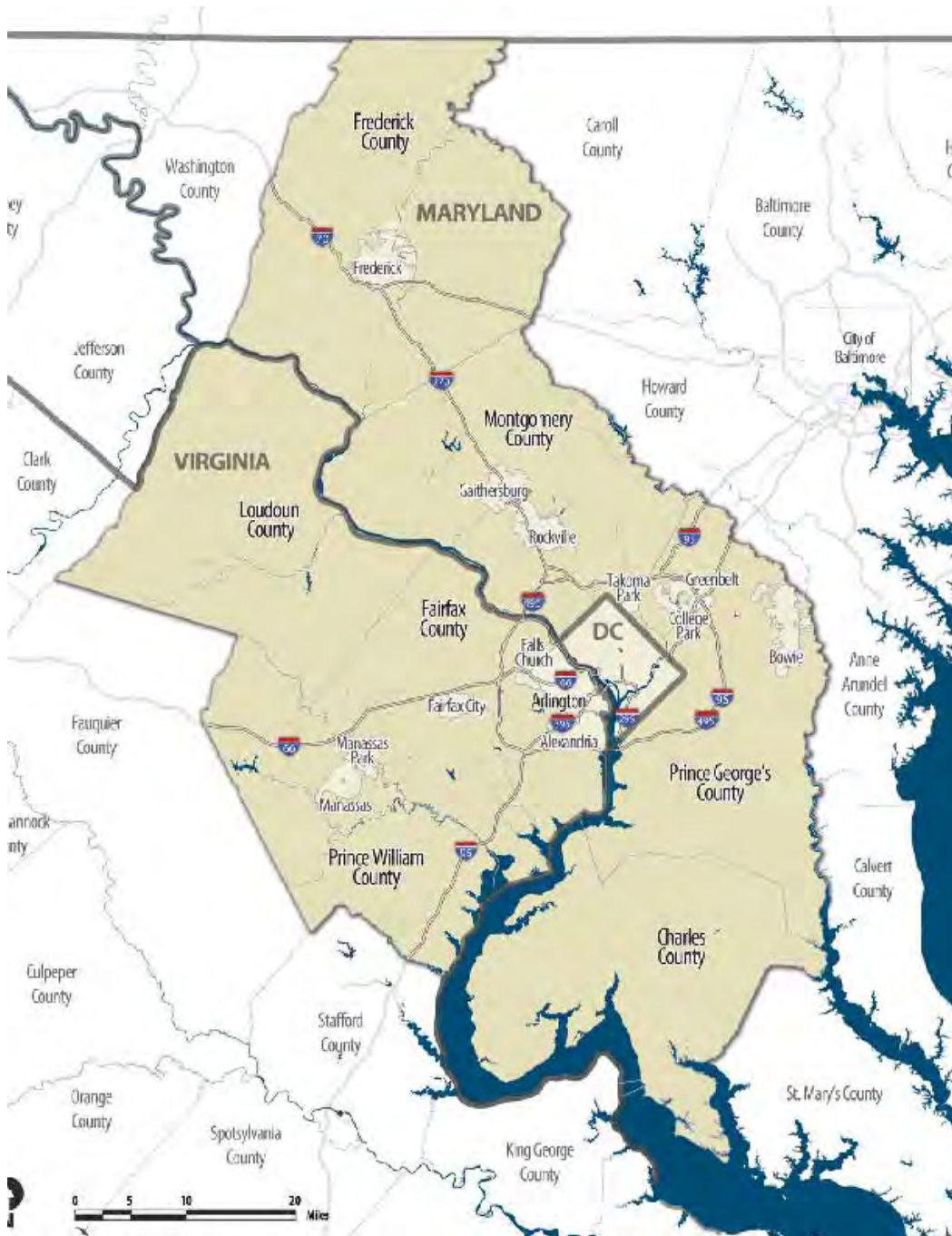
⁴ National Capital Regional Transportation Planning Board, *1994COG/TPB Household Travel Survey: Summary of Major Findings*, January, 1998. Page 5.

refers instead to state and national guidelines for bicycle and pedestrian facilities.

This update of the *Bicycle and Pedestrian Plan for the National Capital Region* seeks to reflect the goals, objectives and strategies of the 1998 *TPB Vision, Region Forward 2050*, and the *Regional Transportation Priorities Plan* while building on information from previous bicycle plans. It includes performance measures that will show progress towards the *Vision* and *Region Forward* goals.

Pedestrian access and safety receives more attention in this update, reflecting increased involvement in transportation safety planning by the TPB. . Pedestrian planning is most needed at the county, city and neighborhood level. There is, however, a role for regional pedestrian planning, especially in the area of educating the public.

**Figure i-A
TPB Planning Area**



Chapter 1
Planning Context

Overview

This *Bicycle and Pedestrian Plan for the National Capital Region* draws on and has been shaped by a number of regional, state, and local policy statements, plans, and studies, including the *Vision* and the *Regional Transportation Priorities Plan (RTPP)* of the Transportation Planning Board, the *Region Forward 2050* vision of the Council of Governments, federal and state guidance on provision of bicycle and pedestrian facilities, the Constrained Long Range Plan and Transportation Improvement Program, and state and local bicycle and pedestrian plans.

This plan is intended to help fulfill the goals of the *TPB Vision*, *RTPP*, and *Region Forward 2050* for bicyclists and pedestrians. It includes performance measures that will show progress towards the *Vision* and *Region Forward* goals.

I. Regional Planning

The Vision of the Transportation Planning Board

The National Capital Region Transportation Planning Board (TPB) is the Metropolitan Planning Organization for the Washington region. It brings key decision-makers together to coordinate planning and funding for the region's transportation system.

The TPB's official vision statement for the region, the [*Transportation Vision for the 21st Century*](#), adopted in 1998, is meant to guide regional transportation investments into the new century. The *Vision* is not a plan with a map or specific lists of projects. It lays out eight broad goals, with associated objectives and strategies that will help the region reach its goals.

*The Vision of the
TPB calls for more
Walking and
Biking*

The *Vision* is supportive of pedestrians and bicyclists. It calls for:

- Convenient, safe bicycle and pedestrian access
- Walkable regional activity centers and urban core
- Reduced reliance on the automobile
- Increased walk and bike mode share
- Including bicycle and pedestrian facilities in new transportation projects and improvements
- Implementation of a regional bicycle and pedestrian plan

Other goals of the *Vision* affect bicyclists and pedestrians, such as: maintaining the existing transportation system, reducing the per capita vehicle miles traveled, linking land use and transportation planning, and achieving enhanced funding for transportation priorities. Sections of the *Vision* relating to bicycle and pedestrian goals are highlighted

**National Capital Region Transportation Planning Board
Member Jurisdictions**



Figure 1-1: TPB Member Jurisdictions

in Table 1-1.

Table 1-1: Bicycle and Pedestrian Provisions of the Transportation Vision

<p><u>Goal 1. The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.</u></p> <p>Objective 4: Convenient bicycle and pedestrian access.</p> <p>Strategy 3: Make the region's transportation facilities safer, more accessible and less intimidating for pedestrians, bicyclists, and persons with special needs.</p> <p><u>Goal 2. The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy through the entire region, including a healthy regional core and dynamic region activity center with a mix of jobs, housing, and services in a walkable environment.</u></p> <p>Objective 2: Economically strong regional activity centers with a mix of jobs, housing, services, and recreation in a walkable environment.</p> <p>Objective 4: Improved internal mobility with reduced reliance on the automobile within the regional core and within regional activity centers.</p> <p><u>Goal 5. The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.</u></p> <p>Objective 3: Increased transit, ridesharing, bicycling and walking mode shares.</p> <p>Strategy 7: Implement a regional bicycle/trail/pedestrian plan and include bicycle and pedestrian facilities in new transportation projects and improvements.</p>
--

Region Forward 2050

The Council of Governments is a regional organization of Washington area local governments. COG comprises 21 local governments surrounding our nation's capital, plus area members of the Maryland and Virginia legislatures, the U.S. Senate, and the U.S. House of Representatives.

*Region Forward 2050
Calls for Faster
Construction of the
projects in the Bicycle
and Pedestrian Plan*

COG provides a focus for action and develops sound

regional responses to such issues as the environment, affordable housing, economic development, health and family concerns, human services, population growth, public safety, and transportation.

DRAFT FOR PUBLIC RELEASE AND COMMENT FROM 10/14/09 TO 11/30/09

In January 2010 the Council of Governments adopted *Region Forward*, a vision for the National Capital region in 2050. The goals of *Region Forward* are broader than those of the *TPB Vision*, encompassing areas such as public safety, land use, economic development, housing, and the environment. For transportation, *Region Forward* builds on the *TPB Vision*, calling for more rapid implementation of the regional bicycle and pedestrian plan, increased walking and bicycling, and reduced pedestrian and bicyclist fatalities.



Provisions of *Region Forward* relating to bicycling and walking are summarized in Table 1-2.

**Table 1-2:
Bicycle and Pedestrian Provisions of Region Forward 2050**

Goals:

- Transit-oriented, compact, **walkable mixed-use communities** emerging in Regional Activity Centers that will capture new employment and household growth.
- A transportation system that maximizes **community connectivity** and **walkability**, and minimizes ecological harm to the region and the world beyond.
- A broad range of public and private transportation choices for our Region which maximizes accessibility and affordability to everyone and **minimizes reliance upon single occupancy use of the automobile**.
- Safe and healthy communities

Targets:

Reduce daily vehicle miles traveled (VMT) per capita.

Increase the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's (bicycle and pedestrian) plan.

Prioritize walking and biking options by **improving pedestrian and bicycle networks**, especially in the regional activity centers. Planning and street improvements will focus

on:

- Wide sidewalks
- Street trees
- Mixed-use development
- Pedestrian-friendly public spaces
- Bike stations near transit hubs
- Bike lanes
- Bike sharing

Increase the share of **walk, bike** and transit trips

- Give people options to meet everyday needs locally by building mixed-use developments

Reduce pedestrian and bicyclist fatalities

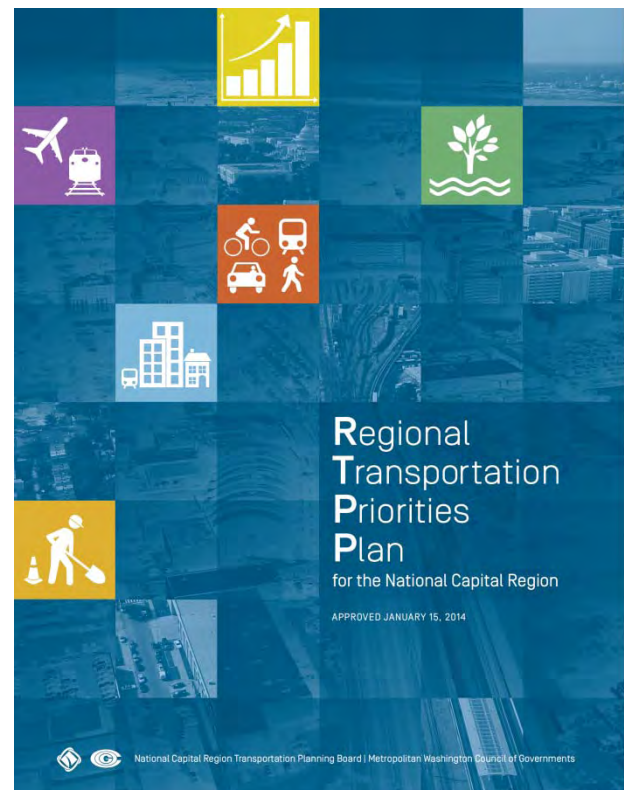
- Build sidewalks, bike lanes, and other improvements
- Narrower local streets
- Better crossings
- Lower speeds for vehicles on local streets and arterials
- More education and enforcement

Indicators:

- Transit, bicycle and walk share in Regional Activity Centers
- Street/node ratio for Regional Activity Centers
- Square feet of mixed-use development
- Reduced pedestrian and bicyclist fatalities

Regional Transportation Priorities Plan

On January 15, 2014, the TPB approved the [Regional Transportation Priorities Plan](#) (RTPP). The RTPP builds on the *Vision* goals by identifying strategies with the greatest potential to respond to our most significant transportation challenges. The strategies are intended to be complementary, to make better use of existing infrastructure, and to be "within reach" both financially and politically. The RTPP recognizes the need for pragmatism in an era of limited financial resources and a lack of political will to raise significant amounts of new revenue.



Bicycle and pedestrian modes are prominent in the RTPP. It calls for

- **Improved access to transit stops and stations**, connecting them to nearby neighborhoods and commercial areas with sidewalks, crosswalks, and bridges.
- **Incentives to use commute alternatives** such as transit, carpool, vanpool, bicycling, walking, telework, and living closer to work.
- **Expanded pedestrian and bicycle infrastructure**, including
 - Sidewalks, crossings, traffic calming
 - Bicycle lanes/paths, bicycle parking, bikeshare
 - Workplace amenities for bicyclists
- Growth concentrated in **Walkable, Bikeable Activity Centers**
- **Improve circulation** within activity centers through enhanced
 - Pedestrian and bicycle infrastructure
 - Local bus service
 - Street connectivity

Expanded use of space-efficient modes such as walking, bicycling, and transit use, particularly in the activity centers, are essential to the success of the RTPP.

Complete Streets

In May 2012 the TPB approved a [*Complete Streets Policy for the National Capital Region*](#). The policy defines a [*Complete Street*](#) as a “facility that safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility”. The TPB endorsed the concept of Complete Streets, provided a sample policy template, and urged its members who had not already adopted such a policy to do so.

All three states and most of the TPB member governments and agencies have adopted some form of Complete Streets policy.

The significance of Complete Streets is that future pedestrian and bicycle projects are likely to be built as part of larger transportation projects, funded out of general revenue, not just as stand-alone bicycle and pedestrian projects built with limited set-aside funds. Therefore, far more such projects are likely to be built. Moreover, designing and building with pedestrians and bicyclists in mind from the start is far more cost-effective than retrofitting after the fact.

As a follow-up action, TPB staff held an implementation workshop on Complete Streets for agency staff. Implementation of State and local Complete Streets policies in the Transportation Improvement Program, the regional information clearing house to provides access to state and local project web sites.

Follow-on actions to the policy included a [Complete Streets implementation workshop](#), held on January 29th, 2013, can be found on the Bicycle and Pedestrian Subcommittee web site, and the establishment of an information clearinghouse, the [Transportation Planning Information Hub for the National Capital Region](#), where links and information on state and regional planning processes and high-profile projects can be found.

The TPB's Complete Streets policy is part of a long-run [national trend](#) towards better accommodation of pedestrians and bicyclists in transportation projects.

Green Streets

In February 2012 the TPB adopted a voluntary regional [Green Streets Policy](#). The policy defines a Green Street as an “alternative to conventional street drainage systems designed to more closely mimic the natural hydrology of a particular site by infiltrating all or a portion of local rainfall events”. A green street uses trees, landscaping, and related environmental site design features to capture and filter stormwater runoff within the right of way, while cooling and enhancing the appearance of the street.

Green Streets benefit pedestrians and bicyclists by cooling and enhancing the appearance of the street, making it a more pleasant place to walk or bike. Green Streets treatments may compete with pedestrians and bicyclists for space, but can often be placed traffic calming features such as bulb-outs and landscaped islands. Road diets and traffic calming projects can free up space for Green Streets treatments.

Air Quality and Greenhouse Gases

The region has been very successful in reducing emissions relating to Ozone. “Code Red” bad air days have fallen from 65 in 1999 to four in 2014. Total NO_x (Nitrous Oxide) emissions from the region's transportation sector have fallen more than 70% since 1990, and that VOC (Volatile Organic Compounds) emissions have fallen more than 80%. These declines have come even as population has swelled some 40% and as total driving, measured in vehicle-miles traveled (VMT), has grown by a similar margin.

Within transportation, reductions in emissions of NO_x and VOCs have resulted mostly from federal requirements for cleaner, more fuel-efficient vehicles and for cleaner-burning fuels. Efforts to reduce roadway congestion and to encourage less driving have also contributed.

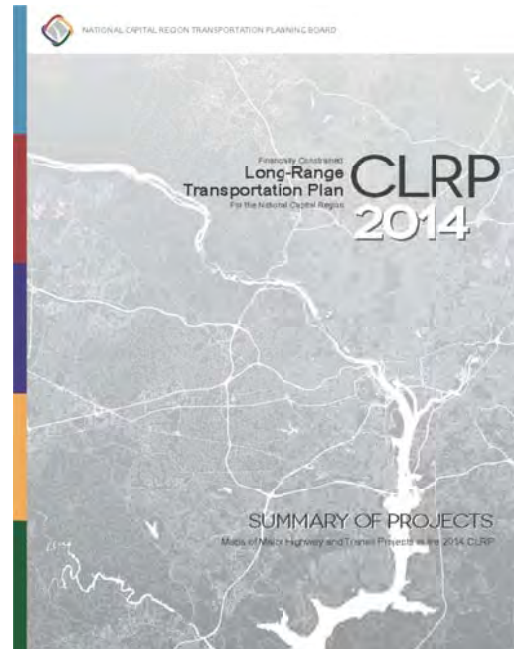
Walk and bike trips can help reduce greenhouse gas emissions. Bicycling is the most energy-efficient mode of transportation available, more efficient than walking. To the extent that the region can divert motorized trips to walking and bicycling, it can help reduce these [emissions](#).

Constrained Long-Range Plan

The financially [Constrained Long-Range Transportation Plan](#) (CLRP) is a comprehensive plan of transportation projects and strategies that the TPB realistically anticipates can be implemented by 2040. Some of these projects are scheduled for completion in the next few years; others will be completed much later. Each year the plan is updated to include new projects and programs, and analyzed to ensure that it meets federal requirements relating to **air quality** and **funding**.

The projects and programs that go into the CLRP are developed cooperatively by governmental bodies and agencies represented on the National Capital Region Transportation Planning Board (TPB). The TPB Vision, the policy framework adopted by the TPB in 1998, and the Regional Transportation Priorities Plan, adopted in 2014, serve guide project development.

To receive federal funding, a transportation project in metropolitan Washington must be included in the CLRP. Because funds must be reasonably anticipated to be available for all the projects in the CLRP, the CLRP is realistic plan based upon available resources.



Historically, less than 1% of the capital funding in the CLRP has been specifically for stand-alone bicycle and pedestrian projects. However, since bicycle and pedestrian projects are usually small projects, they are often added to the plan later than the major highway and transit projects. Moreover, much pedestrian and bicycle spending is subsumed within larger highway or transit projects, and thus is not reflected in the amount programmed for bicycle and pedestrian projects. Therefore, the CLRP may under-estimate the amount of bicycle and pedestrian spending that will occur over the next 25 years. State Departments of Transportation are likely to increase funding levels in the future as they implement their Complete Streets policies, under which they will routinely accommodate pedestrians and bicyclists in most new transportation projects.

Transportation Improvement Program

The [Transportation Improvement Program](#) (TIP) provides detailed information showing which projects in the CLRP will be completed over the next six-year period. Like the CLRP, the TIP is subject to federal review. Many projects in the TIP are staged, so a single CLRP project could end being split into multiple TIP projects.

Bicycle and pedestrian projects, and transportation projects that include bicycle and pedestrian accommodation, are tracked in TIP. Under the regional Complete Streets policy, agencies are also required to report future TIPs whether they have a Complete Streets policy in place, and if so whether a project in the advances the goals of that policy.

*The Transportation
Improvement
Program includes
\$313 million for
pedestrian and
bicycle projects*

Funding for bicycle and pedestrian projects in the TIP is increasing. For example, the Fiscal Year 2013-2018 TIP includes \$313 million for bicycle and pedestrian projects, nearly triple the \$124 million in bicycle and pedestrian projects in the FY 2010-2015 TIP.

Of the \$313 million in the TIP, \$85 million is programmed for FY 2013, which is two percent of the total capital funds for all transportation projects programmed for FY 2013. Only \$23 million was programmed for bicycle and pedestrian projects in FY 2010.

As with the CLRP, funds spent on bicycle and pedestrian accommodations as part of a larger highway or transit project are often subsumed in budget of the larger project.

Bicycle and Pedestrian Subcommittee of the TPB Technical Committee

The Bicycle and Pedestrian Subcommittee of the TPB Technical Committee advises the TPB, TPB Technical Committee, and other TPB committees on bicycle and pedestrian considerations in overall regional transportation planning. It meets six times per year. One its most important functions is information exchange, at regular meetings, and at sponsored training events.

The Subcommittee also helps coordinate planning efforts which require inter-jurisdictional coordination. It is currently developing a vision for a regional circumferential bicycle route, or “bicycle beltway”.

Transportation Safety Planning

The Bicycle and Pedestrian Subcommittee coordinates with the Transportation Safety Subcommittee of the TPB Technical Committee on issues relating to pedestrian and bicycle safety, including the Street Smart safety campaign, and the safety element of the Constrained Long Range Plan. TPB staff also participate in the State Strategic Highway Safety Planning processes.

Top Priority Unfunded Bicycle and Pedestrian Projects

The Bicycle and Pedestrian Subcommittee periodically identifies a short list of priority unfunded bicycle and pedestrian projects, which it recommends for inclusion in the TIP.

These projects are selected from the regional bicycle plan, and from state and local plans. The subcommittee has compiled and forwarded lists to TPB regularly since 1995, to be included in the solicitation document for the TIP/CLRP. In essence, the TPB urges the jurisdictions to consider funding these projects, which the Bicycle and Pedestrian Subcommittee has judged to be regionally significant, within six years.

The following selection criteria are used:

- **Bicycle Network Connectivity:** priority is given to projects that enhanced connectivity of facilities on the regional bicycle facilities network.
- **Pedestrian Safety:** priority is given to projects that promoted pedestrian safety, especially in areas with documented pedestrian safety problems and no pending road project that could address them.
- **Access to Transit:** priority is given to projects that enhanced access to Metrorail stations and other major transit stops or facilities.
- **Time Frame:** all projects should be able to be completed by 2018, the end of the TIP time frame.
- **Local Support:** the project is a priority for the jurisdiction or jurisdictions in which it is located.
- **Still seeking funding:** the project does not yet have full construction funding committed to it.
- **Reasonable Cost:** the total cost of the list should be a reasonable fraction of the total spending in the region on highways and bridges.

While considerable weight is given to the preference of the representative of the jurisdiction, subcommittee members are urged to think in terms of the regional selection criteria when nominating projects.

Projects are dropped from the list when they receive funding, or if the subcommittee and nominating jurisdiction decide that priorities have changed.

Projects from the list funded since 1995 include:

- US 15 Trail Tunnel (City of Frederick)
- Regional Bike Sharing (Capital Bikeshare), DC, Arlington, Alexandria, Montgomery County
- The Metropolitan Branch Trail in Washington, D.C.
- The Holmes Run Pedestrian/Bicycle crossing in Alexandria
- Pedestrian and Bicycle Safety Improvements on Route 1 in Fairfax County
- The Dumfries Road (Route 234) Bike Path in Prince William County
- The Rosslyn Circle Crossing in Arlington County
- The Eisenhower Trail in Alexandria
- The Matthew Henson Trail in Montgomery County
- The Falls Road Shared-Use Path in Montgomery County

- The Henson Creek Trail in Prince George’s County
- The Millennium Trail in Rockville

Bicycling, Walking, and the Regional Transportation Model

Data relevant to walking and bicycling are gathered as part of the regional [household travel survey](#), and are incorporated into [regional transportation modeling and forecasting](#).

The regional travel forecasting model is based on traffic analysis zones, which are large enough that many pedestrian and bicyclist trips begin and end within a single zone, and thus are not modelled. Adding many more traffic analysis zones, to capture more pedestrian trips, would make the model much more complicated and require more computing power. Also, pedestrian and bicyclist trips are likely to occur on local streets or paths that are not part of the modelled network. Therefore the travel forecasting model which MWCOC currently uses does not assign pedestrian or bicyclist trips to particular links in the transportation network, but only predicts in which traffic analysis zone in which they will start.

Other tools are available for modelling local walk and bike trips.

Encouraging Bicycling and Walking: Bike to Work Day, the Bike to Work Guide, and Guaranteed Ride Home

To help realize the *TPB Vision* and reduce congestion, air pollution, and single occupant vehicle traffic, the TPB has developed several programs to encourage bicycling and walking in the Washington region. As part of its [Commuter Connections](#) program, every year on the third Friday in May the TPB sponsors a regional Bike to Work Day. This event has grown into one of the largest of its kind in the country, attracting over sixteen thousand riders to seventy-nine “pit stops” or rallying points around the region. The event is meant to encourage first-time riders to try bicycling to work.

The Commuter Connections program also supports publication of [Biking to Work in the Washington Area: A Guide for Employers and A Guide for Employees](#), which provides tips for employees and employers. For employees, there are tips on safe cycling, laws, equipment and clothing, and transit connections. For employers, the guide explains the benefits of bicycling to the employer, the types of bicycle parking, and the ways an employer can encourage an employee to bike to work.

Regional bike routing is available at www.ridethecity.com, and Google maps offers both pedestrian and bicycle routing. Other tools and resources for bicycle commuters are listed on the [bicycling resources](#) section of the Commuter Connections web site.

People sometimes drive to work because they need to be able to get home quickly in an

emergency. To meet that need and help get more people out of their cars, the Commuter Connections program offers a free taxi ride home in an emergency for commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work. Commuters who sign up for the [Guaranteed Ride Home](#) program may use it up to four times per year.

**Encouraging Walkable Development:
the Transportation-Land Use Connections Program**

The [Transportation Land Use Connections](#) (TLC) Program provides support to local governments in the Metropolitan Washington region as they work to improve transportation and land use coordination. Through the program, the TPB provides communities with technical assistance to catalyze or enhance planning efforts for planning for transit and pedestrian access. Since 2007 dozens of pedestrian and transit access planning projects have been funded through the TLC program. Community response has been enthusiastic, and competition for the grants has been stiff.

II. Federal Policies

Routine Accommodation of Walking and Bicycling

U.S. Department of Transportation guidance issued in 2000 calls for bicycling and walking facilities to be incorporated into all transportation projects unless exceptional circumstances exist. Further [guidance issued in March 2010](#) urged agencies to go beyond the minimum standards to provide safe and convenient facilities for pedestrians and bicyclists, set mode share targets, and collect data on walk and bike trips. Bicycling and walking are to have equal importance to other transportation modes. Transportation projects using federal funds may not sever an existing bicycle or pedestrian route, unless an alternate route exists or is provided.

[The US DOT headquarters in Washington, D.C.](#) sets an example for other employers by encouraging employee bicycling.

Federal and State policies have evolved over the last few decades, from not requiring (or in some cases prohibiting) the use of transportation funds for pedestrian or bicycle facilities, towards requiring the provision of such facilities. These federal and state guidelines and policies have led to an increase in the number of pedestrian and bicycle facilities provided, with more facilities provided as part of larger transportation projects rather than as stand-alone projects.

Federal and State policies are also evolving away from [encouraging single-use cul-de-sac development](#) patterns typical of the last half of the 20th century, to encouraging mixed use development and a connected street grid that is far more accessible to pedestrians and

bicyclists.¹

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) is a federal civil rights statute that prohibits discrimination against people who have disabilities. Under the ADA, designing and constructing facilities that are not usable by people with disabilities constitutes discrimination. Public rights of way, including pedestrian facilities, are required by federal law to be accessible to people with disabilities.

*The ADA Requires
that all New and
Altered Pedestrian
Facilities be made
Accessible to the
Handicapped*

Both new and altered pedestrian facilities must be made accessible to persons with disabilities, including those who are blind or visually impaired. The courts have held that if a street is to be altered to make it more usable by the general public, it must also be made more usable for those with disabilities.

Government facilities which were in existence prior to the effective dates of the ADA and which have not been altered are not required to be in full compliance with facility standards developed for new construction and alterations. However, they must achieve 'program access.' That is, the program must, when viewed in its entirety, not deny people with disabilities access to government programs and services. For example, curb ramps may not be required at every existing walkway if a basic level of access to the pedestrian network can be achieved by other means, e.g., the use of a slightly longer route. Municipalities should develop plans for the installation of curb ramps and accessible signals such that pedestrian routes are, when viewed in their entirety, accessible to people who are blind or visually impaired within reasonable travel time limits.²

Design standards for the disabled, such as smoother surfaces, adequate width, and limits on cross-slope, are also beneficial for the non-disabled pedestrian. Good design for persons with disabilities is good design for all. More information on the Americans with Disabilities Act is available from the [US Access Board](#).

MAP-21 and the Transportation Alternatives Program

Under [MAP-21](#) (Moving Ahead for Progress in the 21st Century Act) the federal

¹ Southworth, Michael and Eran Ben-Joseph, *Street Standards and the Shaping of Suburbia*, Journal of the American Planning Association, Volume 61, Number One, Winter 1995.

² American Council for the Blind, *Pedestrian Safety Handbook: A Handbook for Advocates*. www.acb.org

transportation legislation signed in July 2012, bicycle and pedestrian projects remained broadly eligible for nearly all funding categories, including transit funding, either for projects incorporated into something larger, or for stand-alone bicycle and pedestrian projects. MAP-21 funded surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014. MAP-21 was the first long-term highway authorization enacted since 2005.

*All Federal
Transportation
Funds may be
used for Bicycle
and Pedestrian
Projects*

MAP-21 largely eliminated high priority projects, sometimes known as legislative earmarks, many of which were bicycle or pedestrian projects.

However, the biggest change for pedestrian and bicycle projects is that MAP-21 combines several funding programs from its predecessor, SAFETEA-LU, that were often used to fund pedestrian and bicycle projects, into a single program, the [Transportation Alternatives program](#). The TA Program combines three former federal programs: Transportation Enhancements (TE), [Safe Routes to School](#) (SRTS), and Recreational Trails (RTP). Eligible recipients include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts and agencies, and other appropriate local or regional governmental entities. Non-profits are not eligible to be direct recipients of the funds. Eligible projects will include bicycle and pedestrian facilities, complete streets, safe routes to school, environmental mitigation, and others.

One of the key differences between the TA Program and the previous programs is that large MPOs, including the Transportation Planning Board, play a new role in project selection for a portion of program funds now sub-allocated to large metropolitan regions. For the National Capital Region, this new program offers an opportunity to fund regional priorities and complement regional planning activities. In the National Capital Region, the TA Program is framed as a complementary component of the TPB's [Transportation/Land-Use Connections \(TLC\) Program](#), which provides [technical assistance](#) for small planning studies to TPB member jurisdictions, and a potential implementation tool for the [Regional Transportation Priorities Plan](#).

Projects funded under the FY 2013 and FY 2014 TA program for the National Capital are listed on the Transportation/Land-Use Connections program [web site](#).

American Recovery and Reinvestment Act

Signed into law on February 17, 2009, the [American Recovery and Reinvestment Act](#) of 2009 (ARRA) provided over \$48 billion for transportation, including \$27.5 billion for highway infrastructure investment, \$8.4 billion for transit capital assistance, \$8 billion for high speed rail, \$1.5 billion for a competitive grant program for surface transportation, and \$1.3 billion for Amtrak.

*The District of
Columbia spent
nearly half its
stimulus funds on
pedestrians and
bicyclists*

The District of Columbia was allocated \$123.5 million, Maryland \$431 million (\$129 million sub-allocated to urban areas) and Virginia \$694.5 million (\$208 million sub-allocated to urban areas) in highway formula funds.

ARRA was a one time, “stimulus” bill, intended to promote recovery from the economic recession. Projects funded through ARRA were supposed to be capable of implementation within a relatively short time frame, which has in practice caused funds to be directed to those projects for which design was already complete, and which did not need additional right of way.

The District of Columbia spent nearly half its \$123.5 million allocation on bicycle and pedestrian projects. Over \$50 million was programmed for streetscaping and sidewalk construction, \$4 million for [Safe Routes to School](#), and a \$3 million for an expanded bike sharing program. In addition bridge reconstruction projects will include upgraded sidewalks. Since projects are bid as a whole, the cost of the pedestrian portion of a project is not estimated separately.

Maryland programmed \$4.6 million for ADA improvements. Maryland stimulus funds largely went to resurfacing and bridge rehabilitation projects, often on limited-access highways. In Northern Virginia, \$10 million was allocated to identifiable pedestrian and bicycle projects, such as pedestrian bridges and underpasses, trail reconstruction, streetscaping, and traffic calming.

The degree to which pedestrians and bicyclists benefited from the Act depended to a great degree on the extent to which the Departments of Transportation have included pedestrian and bicycle facilities in their project planning and design. An effective “complete streets” policy is critical.

III. State Policies

District of Columbia

As the center of the Washington region, a major employment center, and one its most walkable and bikeable jurisdictions, the District of Columbia’s policies have a significance larger than its population would suggest.

*The District of
Columbia is to
become a “walk-
centric, bike-
centric” city.*

Reflecting its urban character, the District of Columbia is doing much to encourage walking and bicycling. [District of Columbia Department of Transportation](#) intends to create a “walk-centric, bike-centric” city. DDOT’s 2010 [“Action Agenda”](#) called for

- Reduce travel demand through various Transportation Demand Management strategies
- Invest in better maintenance and asset management

In accordance with DC’s Complete Streets policy, every street will accommodate all legally permitted users, but different streets will have different modal priorities.

Pedestrian Element

The Pedestrian Element promises to reduce the number of pedestrian injuries and fatalities, prioritize pedestrians, and create a pedestrian environment that accommodates people of all ages and abilities. To that end,

- All roadway reconstruction and development projects are to include **safe and convenient pedestrian facilities**. All projects should meet the standards identified in DDOT’s **Public Realm Design Manual** and the **Design and Engineering Manual**.
- Identified priority corridors are to be improved.
- **Sidewalks** should be provided on **at least one side** of every street and preferably on both sides of every street.
- **Pedestrian crossings should be provided across all legs** of an intersection unless a special exception can be clearly justified.
- Improve **crossing safety**
- Create new street connections
- Expand **pedestrian education**, including the [Street Smart](#) campaign, which is carried out in partnership with the Metropolitan Washington Council of Governments
- Expand **automated red-light** and **speed enforcement**

Bicycle Element

The Bicycle Element of MoveDC is more ambitious than the 2005 Bicycle Master Plan. MoveDC recommends adding 213 miles of bicycle infrastructure. The system will eventually total 136 miles of bike lanes, 72 miles of protected bike lanes (cycle tracks), and 135 miles of trails, as well as more public and private bike parking, expanded bike sharing, and signed neighborhood bike routes.

*DDOT expects a
12% bike mode
share for trips
within the District*

The objective is to make bicycling a “principal and preferred” mode for travel, with a 12 % bicycle mode share for all trips that start and end in the District.

MoveDC will fill major gaps in the regional bicycle network, and improve connections between the District, Maryland and Virginia. MoveDC proposes two new bicycle and pedestrian crossings of the Potomac River, and three new crossings of the Anacostia, including

- A Massachusetts Avenue Bicycle and Pedestrian Bridge over the Anacostia River
- A new Long (Railway) Bridge connecting SW DC to Arlington
- A bicycle and pedestrian bridge from the Georgetown waterfront to Roosevelt Island, which together with a proposed K Street Cycle Track would provide an off-street connection between the Mount Vernon Trail, the Capitol Crescent Trail, and the Rock Creek Trail.
- A bicycle and pedestrian bridge and trail over the Anacostia River, from Kenilworth Park in NE and the Anacostia River Trail, to the National Arboretum and near NE.
- A New York Avenue Corridor trail and bridge to connect downtown DC with Anacostia River Trail system in Prince George’s County.

Other bridges that currently have outmoded bike and pedestrian facilities will be upgraded, and a multi-use path will be added to the Military Road Bridge across Rock Creek Park. The expanded District bicycle network will host signed national and regional bicycle routes including US Bike Routes 1 and 50, the East Coast Greenway, and the Potomac Heritage Trail.

Maryland

Maryland adopted its first Bicycle and Pedestrian Access Plan in 2002. Under that plan the State made numerous advances in

Maryland will address the needs of all users, including pedestrians and bicyclists

promoting bicycling and walking. MDOT invested more than \$283 million in non-motorized transportation projects to improve bicycling and walking

conditions over the last decade. The proportion of total highway expenditures dedicated to bicycle or pedestrian programs increased from 2% to 4% over the last decade.



The State also created a number of grant programs, including the **Maryland Bikeways Program**, which provides \$3 million per year in technical assistance to a wide range of bicycle network improvements, and **Maryland Bikeshare Program** provides grants to communities interested in adding a bikeshare system, notably Montgomery County.

Maryland State Highway Administration adopted [Complete Streets policy](#) in 2012.

The current [Maryland Twenty-Year Bicycle and Pedestrian Master Plan](#) (2014) calls for a Complete Streets approach. Complete Streets in Maryland means that the state transportation network will address the needs of all users, regardless of travel mode. It does not, however, mean that all users will have equal priority on all roadways. Design is to be appropriate for the land use and context, including Urban Centers, Towns and Suburban Centers, Rural and Agricultural Areas, and Natural Areas.

The initial focus will be to support biking and walking in urban centers and main streets. MDOT will pilot a Bicycle and Pedestrian Prioritization Area (BPPA) program to foster collaboration with local jurisdictions and support the development of connected bicycle and pedestrian networks in high need locations.

MDOT has also published an [Accessibility Policy and Design Guidelines for Pedestrian Facilities along State Highways](#) (2010), [Bicycle Policy and Design Guidelines](#) (2013), a [Strategic Trails Implementation Plan](#) (2009), a bicyclist education video, and other materials designed to share information on best practices with respect to the engineering, education, and enforcement aspects of walking and bicycling.

A [Bicycle and Pedestrian Advisory Committee](#) advises State government agencies on issues directly related to bicycling and pedestrian activity including funding, public awareness, safety and education.

Virginia

In 2004, the Virginia Department of Transportation released its Policy for [bicycle and pedestrian accommodation](#), which commits VDOT to routinely accommodating pedestrians and bicyclists as part of all new construction and reconstruction projects, unless exceptional circumstances exist.³

Since 2004 VDOT has developed a process to ensure that bicycle and pedestrian accommodations are provided in accordance with the policy. The [Bicycle and Pedestrian](#)

*Virginia requires
“routine
accommodation” of
pedestrians and
bicyclists in
transportation
projects*

³ www.virginiadot.org

[Accommodations Decision Process](#) gives designers a step by step process to determine if bicycle / pedestrian accommodations are appropriate for the characteristics of a particular roadway, and a [Bicycle and Pedestrian Accommodations](#) list and a design guide provides project managers with a menu of possible accommodations. A series of [implementation guidance documents](#) for localities have also been developed to improve communication between agencies regarding planning and accommodation of pedestrians and cyclists under terms of the 2004 policy.

VDOT maintains all roads in Virginia outside of urban areas, including thousands of miles of residential streets originally built by developers. In view of the importance of secondary streets for vehicular, pedestrian, and bicycle movement, VDOT has revised its [Secondary Street Acceptance Requirements](#) (SSAR) to mandate higher levels of street connectivity in urban areas, as well as adequate pedestrian accommodation. New streets and developments are required to connect to the surrounding streets and future developments in a way that adds to the capacity of the transportation network.

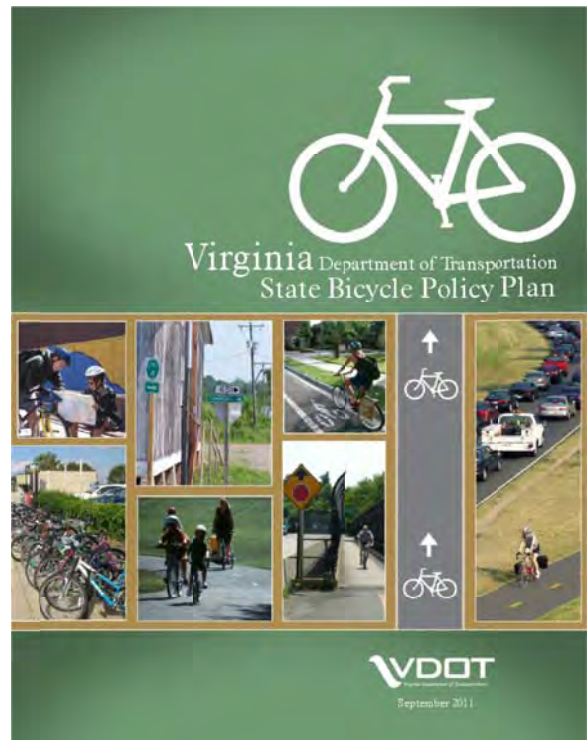
Virginia requires new developments to connect with the surrounding streets

The policy divides Virginia into “compact”, suburban, and rural areas, with graduated connectivity requirements for each. Narrower streets, traffic calming and “context-sensitive” design are encouraged where appropriate.

New development proposals initially submitted to counties and VDOT after June 30, 2009, must comply with the requirements of the SSAR.

Cul-de-sac development patterns have long been an obstacle to walking or bicycling in suburban areas. More direct, traffic-calmed secondary streets will allow more people to walk or bike to local destinations.

Virginia has adopted a fairly stringent set of requirements mandating accommodation of pedestrians and bicyclists on both public roads and private developments which are accepted by State for maintenance, which in Virginia means almost all development. As the economy recovers, and new development applications fall under the new rules, we will be able to see the results of the new policies.



Virginia State Bicycle Policy Plan

VDOT completed a [State Bicycle Policy Plan](#) in April, 2010, which incorporates the policies discussed above, as well as the most recent federal guidance. The plan calls for bicycling for increased bicycling for all trip purposes, and a transportation system that “accommodates and encourages” bicycling by providing facilities for bicyclists of all ages and abilities. It also calls for better data gathering and benchmarking of bicycling, coordination with various stakeholders, and recommends a number of strategies to improve implementation of VDOT’s 2004 [policy for bicycle and pedestrian accommodation](#).

The plan provides some guidance on bicycle facilities to be used. Bicycle lanes and paved shoulders are recommended over other bicycle facilities. Restriping travel lanes, or “road diets” are recommended as a way to provide bicycle lanes within the current right of way. Actuated traffic signals should be able to detect bicycles, and bicycle compatible drain grates should be used on all roads where bicycles are permitted. A signed bike route should have at least a bicycle level of service “C”.

IV: Local Bicycle and Pedestrian Planning

Nearly every jurisdiction in the region has completed a bicycle or pedestrian plan, and most have at least part time bicycle or pedestrian planner. Table 1-2 shows local and state plans and studies and the year published. Jurisdictions and agencies drew projects from these individual plans and submitted them for incorporation into the Regional Bicycle and Pedestrian Plan. Local plans may include unfunded projects.

**Table 1-3:
Major Bicycle and Pedestrian Plans and Studies
Of the Washington Region**

Jurisdiction/ Agency	Plan/Study	Year
Arlington County	Pedestrian Transportation Plan, Bicycle Transportation Plan, Bike Lane Plan Arlington Master Plan - Pedestrian Element, Bicycle Element	1997, 1994 2001, 2008
City of Alexandria	Pedestrian and Bicycle Mobility Plan	2008

District of Columbia	District of Columbia Bicycle Master Plan, District of Columbia Pedestrian Master Plan, MoveDC	2005, 2009, 2014
Fairfax County	Countywide Trails Plan, County Bicycle Map, Phase I Bicycle Master Plan (Tysons), Fairfax County Comprehensive Plan	2002, 2009, 2011, 2013
Frederick County	Frederick County Bikeways and Trails Plan, Bicycle Parking Design Guide, Bicycle and Pedestrian Plan, Bicycle and Pedestrian Plan	1999, 2003, 2011
City of Gaithersburg	Transportation Plan, Bikeways and Pedestrian Plan	2010, 1999
City of Laurel, Maryland	Bikeway Master Plan	2009
Loudoun County	Loudoun County Bicycle and Pedestrian Master Plan	2003
Maryland Department of Transportation	Maryland Twenty Year Bicycle and Pedestrian Master Plan SHA Complete Streets Policy 2009 Maryland Trails Strategic Implementation Plan	2014, 2012, 2008
MNCPPC – Prince George's County	Transportation Priority List (Joint Signature Letter) Countywide Master Plan of Transportation	1999, 2009
Montgomery County	Countywide Bikeways Functional Master Plan	2005
National Capital Planning Commission	Comprehensive Plan for the National Capital	2004
National Capital Region Transportation Planning Board	Priorities 2000: Metropolitan Washington Greenways & Circulation Systems, Bicycle and Pedestrian Plan for the National Capital Region	2001, 2006, 2010

National Park Service	Paved Recreation Trails Plan	1990
Prince William County	Transportation Chapter of Comprehensive Plan), Greenways and Trails Plan	2008, 1993
City of Rockville	Bikeway Master Plan	2014
Virginia Department of Transportation	Virginia Department of Transportation State Bicycle Policy Plan	2010
Virginia Department of Transportation, Northern Virginia Office	Northern Virginia Regional Bikeway and Trail Network Study	2003
WMATA	Metrorail Bicycle & Pedestrian Access Improvements Study , Bicycle and Pedestrian Element of the CIP	2010, 2012
Jurisdiction/ Agency	Plan/Study	Year

Table 1-3 shows the approximate number of full-time planners each agency has working on bicycle, pedestrian, and trails planning.

**Table 1-4:
Agency Bicycle/Pedestrian Planning Staff
Full-Time Equivalents (FTE's)**

Jurisdiction/ Agency	Bicycle Planner FTE's	Pedestrian Planner FTE's	Trails Planner FTE's
Arlington County	1	1	1
City of Gaithersburg	0.5		
City of Alexandria	1	0.5	0.5
City of College Park	0.5		
City of Frederick	0.5	0.5	
City of	0.5	0.5	

Rockville			
District of Columbia	2	1	1
Fairfax County	1	1	2
Frederick County	0.25	0.25	
Loudoun County	0.5		
Maryland Department of Transportation	1	2	1
MNCPPC – Montgomery County	0.33	0.33	1
MNCPPC – Prince George's County			1
Montgomery County	1	1	1
National Capital Region Transportation Planning Board	0.5	0.5	
National Park Service			1
Prince William County			0.5
WMATA	0.5	1	
Virginia Department of Transportation, Northern Virginia Office	1	1	

Safe Routes to School

Safe Routes to School is a national movement that encourages students to travel to and from school by walking or bicycling. Safe Routes to School efforts are supported by parents, schools, community leaders, Safe Routes to School coordinators and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. The Safe Routes to School movement in the United State grew exponentially with a federal funding program starting in 2005. In 2012, Safe Routes to School was incorporated into the Transportation Alternatives program, but Safe Routes to School programs continue to grow.

In the Washington DC region, Safe Routes to School programs have flourished. The majority of school systems in the region have access to a Safe Routes to School coordinator either within the school district or in the department of transportation. In 2013, northern Virginia school districts gained four new coordinators due to a unique partnership between the Virginia Department of Transportation Safe Routes to School program and the Department of Education. This partnership utilized remaining Safe Routes to School funding from the 2005 federal transportation bill the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Table 1-5. Safe Routes to School Coordinators in the region

School District	Safe Routes to School Coordinator
Arlington County Public Schools	Full-time, school district
Alexandria City Public Schools	Contracted coordinator with school district 2008-2013, current designated point person for continuation of activities
District of Columbia Public Schools	Full-time, District Department of Transportation
Fairfax County	Full-time, school district
Frederick County	2010-2011, full-time, school district
Loudoun County	Full-time, school district
Montgomery County Public Schools	One full-time position, Montgomery County Department of Transportation and one part-time position, City of Takoma Park
Prince George’s County Public Schools	Grant application pending, full-time, Prince George’s County Department of Public Works and Transportation
Prince William County Public Schools	Full-time, school district

All school districts have schools that have registered for either Bike to School Day in May or Walk to School Day in October.

**Table 1-6. Schools Registered for Walk to School Day (WTSD) and
Bike to School Day (BTSD), 2012-2014**

	2012	2013		2014
	WTSD	BTSD	WTSD	BTSD
Arlington County Public Schools	11	13	20	8
Alexandria City Public Schools	4	31	4	31
District of Columbia Public Schools	22	17	22	16
Fairfax County	14	35	29	32
Falls Church City Public Schools	2		5	
Frederick County	4	2	2	1
Loudoun County	3		16	10
Manassas City Schools	1		3	1
Montgomery County Public Schools	15	2	43	9
Prince George's County Public Schools	4	1	3	0
Prince William County Public Schools	3	0	16	2
Total	83	101	163	110

Safe Routes to School leadership comes from many different places. In 2013 and 2014, BikeArlington coordinated Bike to School Days at all 31 Arlington Public Schools. In Fairfax County Public Schools, parents in the Town of Vienna have coordinated weekly and monthly Safe Routes to School activities including an annual Walk/Bike Challenge. In 2014, more than 5,400 students at seven elementary schools participated.

In 2012, the City of Takoma Park won national recognition from the Oberstar Award Committee for their comprehensive Safe Routes to School program.

The first Safe Routes to School regional meeting was held in October 2013 with more than 70 Safe Routes to School, transportation, health, school and planning professionals as well as parents and advocates. This is an opportunity to share information and best practices across the region and provide a learning opportunity for those interested in Safe Routes to School.

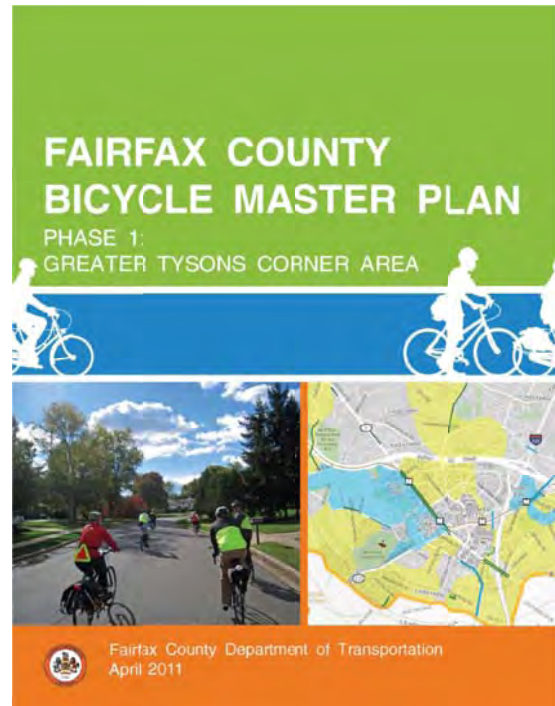
The Bicycle and Pedestrian Subcommittee and the Safe Routes to School Regional Partnership co-sponsor an annual Safe Routes to School regional workshop. The most recent workshop was held in October 2014 with more than 70 Safe Routes to School, transportation, health, school and planning professionals as well as parents and advocates. These workshops provide an opportunity to share information and best practices across the region.

Metrorail Silver Line

Since 2010 one of the most significant changes in the region has been the extension of the Metrorail to Tysons Corner and Reston in Fairfax County. This Metrorail extension is generating new, walkable development. A future phase of the project will extend the line to Dulles Airport and beyond.

Tysons, already the second-largest commercial center in the region, is undergoing a dramatic transformation from an auto-oriented commercial “edge city” to a mixed-use urban downtown. The four new Metrorail stations in Tysons will provide the foundation for this shift. Pedestrian and bicycle access will be critical to making a redeveloped Tysons work.

Future [Silver Line](#) stations along the Dulles Tollway will serve park and ride commuters, but will also incorporate some development and some pedestrian and bicycle access, in an area which has been overwhelmingly oriented towards driving. Plans call for an eventual extension further into Loudoun County, which has been working on station-area pedestrian and bicycle access plans.



WMATA Bicycle and Pedestrian Access Planning

In recent years WMATA has become a regional leader in pedestrian and bicycle access and safety, both on and off WMATA property. WMATA’s priorities include

- **Passenger safety and security:** Examples of safety-related projects include signage and crosswalk striping on and around stations, designated and improved bicycle access routes into stations, resurfacing deteriorated sidewalks, lighting, and high security bicycle parking.

- **Metrorail Access needs:** Improving pedestrian and bike access at and around stations is often a more cost-effective way to boost ridership than to add car parking or connecting bus service.

Approximately 45% of Metrorail customers live within walking or bicycling distance from a station (up to 3 miles).

- **Transit Oriented and Joint Development:** Walkable and bikeable station areas will have a positive and mutually reinforcing impact on Metro’s Joint Development

programs and local government’s encouragement of Transit Oriented Development (TOD). Bringing more people out into the streetscape will increase visibility and safety of those on foot and bike, while also demonstrating the viability of similar future developments.

MEDICAL CENTER BEFORE AND AFTER, REPLACING OLD RACKS



VIENNA STATION BEFORE AND AFTER, NEW ACCESS POINT



FRANCONIA – SPRINGFIELD BEFORE AND AFTER, NEW SIDEWALK TO IMPROVE SAFETY



In its 2010 *Metrorail Bicycle and Pedestrian Access Improvements Study* WMATA identified pedestrian and access problems at its Metrorail stations. A number of the projects identified as part of that process, totaling \$25 million, have been funded in WAMA’s Capital Improvement program. A few examples of completed projects are shown below. WMATA is no longer builds fences to keep pedestrians out of its rail stations.

WMATA has also been working to identify “hot spots” of short distance auto access; i.e. places where people live close enough to walk to Metro, but don’t, and studying those

areas to find out what is missing.

The National Capital Region Transportation Planning Board is currently working with WMATA on another study that will identify needed pedestrian and bicycle improvements at 25 under-used Metrorail Stations, [High Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region](#). This study will build on the results of WMATA's 2010 study.

V: Regional Bicycle and Pedestrian Planning

Precursors to the Current Plan

The Washington region completed its first major bicycle study, the *Washington Regional Bikeways Study* in 1977. This study, created under the supervision of the Regional Bikeways Technical Subcommittee of the Transportation Planning Board Technical Committee, provided an overview of bicycling characteristics and the potential market for bicycle commuting.

In 1988 the Bicycle Technical Subcommittee began work on a bicycle element for incorporation into the region's transportation plan. The plan identified the extent to which bicycle facilities and planning processes already existed in the region, highlighted areas of concern for the future, and drafted a set of policy principles to be applied by the region's jurisdictions in updating their own transportation plans, as well as a list of recommended bicycle projects. The *Bicycle Element* was adopted by the Transportation Planning Board as part of the region's Constrained Long-Range Plan in November 1991.

In 1995, the Transportation Planning Board adopted an update to the 1991 *Bicycle Element*, the Bicycle Plan for the National Capital Region, as an amendment to the Constrained Long-Range Plan. The revised plan emphasized bicycling for transportation and recommended project lists and policy principles produced by the Bicycle Technical Subcommittee.

In February 2001, the TPB completed the *Priorities 2000: Greenways and Circulation Systems* reports, which identified greenway and pedestrian circulation systems priorities.

Except for the *Priorities 2000* reports, predecessors to the 2006 *Bicycle and Pedestrian Plan for the National Capital Region* were "bicycle" plans. The 2006 plan fully incorporated pedestrian elements for the first time. The 2006 plan was updated in 2010. This plan is an update to the 2010 plan.

Sources of the Regional Plan Projects

State, local, and agency bicycle and pedestrian plans and staff are the source of the

projects in this plan. Projects should be at least one mile in length or \$300,000 in cost to be included in the regional plan. They need not have an identified funding source.

Outlook

The Transportation Planning Board and the Council of Governments have a continuing and growing commitment to walking, bicycling, and the concentration of future growth in walkable, mixed-use activity centers. COG's *Region Forward 2050* shares the goals of the TPB's *Vision* and proposes specific performance indicators and a schedule for reporting progress. Increasing the rate at which projects in this plan are constructed is an explicit goal of the Council of Governments' *Region Forward 2050* vision.

The *Regional Transportation Priorities Policy* re-affirms the commitment to bicycling and walking in the TPB *Vision*, while better explaining the role that increasing walk and bike mode share will play in supporting the growth of the regional activity centers, and making better use of existing transit infrastructure.

The Federal, State, and local policy environment has been changing in ways that make it more likely that goals of the regional plans will be met. Complete Streets policies are being adopted, strengthened and implemented. Pedestrian and bicycle facilities in most jurisdictions will no longer be "amenities" which agencies will consider providing, but facilities that they will routinely provide as part of every project. At the same time, land use, parking, and urban design policies are changing in ways that will make walking and bicycling a viable choice for more trips.

Partnerships between WMATA, local government, and business are growing transit-oriented around existing and new Metrorail stations, notably at Tysons Corner, shifting more trips to walk and bike modes.

As the economy recovers and development restarts, the effects of the policy changes of the last few years will become evident in the way people live, work, and travel in our region.

Chapter 2
Bicycling and Walking in the Washington Region

Overview

Residents of the Washington region walk and bicycle at about the same rate as the nation as a whole. Tables 2-1 and 2-2 show the share of walking and bicycling trips to work for the ten largest metropolitan areas.

Nationally, 10% of all urban area trips are made on foot or by bike

the ten largest metropolitan areas.

Throughout the second half of the 20th Century, driving increased,

while walking, bicycling, and public transportation declined. In 2000 2.93% of Americans walked to work, and 0.38% bicycled. By comparison, in 1960 9.9% of workers walked to work.² The number of people driving alone rose from 73.2% in 1990 to 75.7% in 2000, while use of public transportation fell by 0.5%.

	Table 2-1 Pedestrian Commuting in the Ten Largest Metropolitan Areas ¹	% Walk to Work 2000 Census	% Walk to Work 2006- 2008	% Walk to Work 2008- 2012
1	New York	5.55%	6.2%	6.2%
2	Boston	4.12%	4.8%	5.3%
3	San Francisco	3.25%	4.2%	4.3%
4	Philadelphia	3.88%	3.7%	3.7%
5	Washington	3.10%	3.0%	3.2%
6	Chicago	3.13%	2.9%	3.1%
7	Los Angeles	2.56%	2.6%	2.7%
8	Detroit	1.83%	1.5%	1.4%
9	Houston	1.62%	1.5%	1.4%
10	Dallas-Fort Worth	1.48%	1.3%	1.2%
	United States	2.93%	2.8%	2.8%

Trips in the Urban Core are Usually Short Enough to Walk or Bike

In the first decade of the 21st Century, growth in solo driving share appears to have stopped, and transit, walking and bicycling

mode shares have stabilized. 76% of workers drove alone in 2012, which is essentially the same as in 2000, and public transportation grew from 4.7% to 5%.

	Table 2-2: Bicycle Commuting in the Ten Largest Metropolitan Areas	% Bike to Work 2000	% Bike to Work 2006- 2008	% Bike to Work 2008- 2012
1	San Francisco	1.12%	1.4%	1.7%
2	Los Angeles	0.63%	0.7%	0.9%
3	Boston	0.38%	0.7%	0.9%
4	Philadelphia	0.33%	0.5%	0.6%
5	Chicago	0.31%	0.5%	0.6%
6	Washington	0.30%	0.5%	0.6%
7	New York	0.30%	0.4%	0.5%
8	Houston	0.30%	0.3%	0.3%
9	Detroit	0.18%	0.2%	0.2%
10	Dallas--Fort Worth	0.14%	0.2%	0.2%
	United States	0.38%	0.5%	0.6%

1 2000 US Census, 2006-2008, 2008-2012 American Community Survey
2 1960 Census of Population, Characteristics of Population, United States Summary

The walk and bike modes are more common than the census commute mode numbers would lead one to believe. Work trips account for less than 20% of all trips, and walking and biking are more common for other purposes. The most recent data documenting mode of transportation for all trips taken in the U.S. comes from the 2009 National Household Travel Survey (NHTS). According to the NHTS 1.0% of all trips taken in the U.S. are made by bicycle and 10.4% are by foot.³

Ethnicity, gender, geography, age, and car ownership affect the decision to walk or bicycle.

People under the age of 44 are more likely to walk or bicycle than people older than age 44, and people over age 65 have the lowest rates of walking and bicycling, with 13% of the U.S. population and but 10% of all walking trips and 6% of all bicycling trips. Children, as would be expected, are most likely to walk and bike - Estimates from NHTS indicate that youth under age 16 make up 39% of bicycling trips, despite accounting for just 21% of the U.S. population. This age group also accounts for 17% of walking trips.

People living in households without cars are more likely to walk or bicycle than those that have one, and those living in households with only one car are more likely to walk or bicycle than those owning two. Middle-income groups are slightly less likely to walk or bicycle than either low-income or high-income groups. Whites are more likely to bicycle. Only 24% of bike trips in the United States are taken by women.

Regionally, bicycling and walking are concentrated in the core neighborhoods of the Washington region, especially areas near downtown D.C. and certain Metro stations, as well as college campuses and military bases.

In the past decade walk mode shares for all trips have grown, while bike mode shares have stabilized. Walking and bicycling have grown in the core. Bicycling, however, suffered a steep decline in the outer jurisdictions, resulting in no net increase between 1994 and 2007/2008.

Cold weather/winter is a major barrier to commuter cycling, along with distance, absence of safe routes, and lack of end-of-trip facilities such as showers and lockers.⁴ Trips in the outer suburbs are usually farther than most people are willing to walk or bicycle. However, most commute trips that are short enough to be bikable or walkable are still taken by car. The average trip distance to transit or carpool is short.

Transit and walking are interdependent, with 80% of bus and 60% of Metrorail access

³ Alliance for Bicycling and Walking, *Bicycling and Walking in the United States: 2014 Benchmarking Report*, page 35.

⁴ Metropolitan Washington Council of Governments, *2013 Bike to Work Day Survey- Summary of Results*, January 2014. Page 11.

trips on foot. Mode of access varies tremendously by Metro station. Bicycling to transit is less common and varies greatly by Metro station, with the lowest rates of bicycle access found east of the Anacostia river.

Walking and Bicycling Trends According to the US Census

The 2010 decennial US census form was shortened, and the decennial census no longer provides information on journey to work. In place of the long form, the census bureau carries out an annual survey, the American Community Survey (ACS), which contains information on journey to work.

The ACS data is currently the most up to date source of information on walk and bike mode shares. The five-year 2008-2012 rolling averages are reasonably accurate down to the census tract level. At the County level we show the 2012 American Community Survey Data.

The 20th Century trend towards less walking and bicycling also held for the Washington Metropolitan Statistical Area (MSA). In 1990, 6,633 people (0.3 %) biked to work on an average day in the Washington area and 85,292 (3.9 %) walked. In 2000, 7,532 people (0.3%) biked to work and 72,700 (3.1%) walked. In the first decade of the 21st century walk mode stabilized, at 3.2%, while bike mode share doubled, to 0.6%.

Charts 2-14 and 2-15 below show the changes in walking and biking to work by jurisdiction.

Chart 2-14: Percentage of Workers Walking to Work

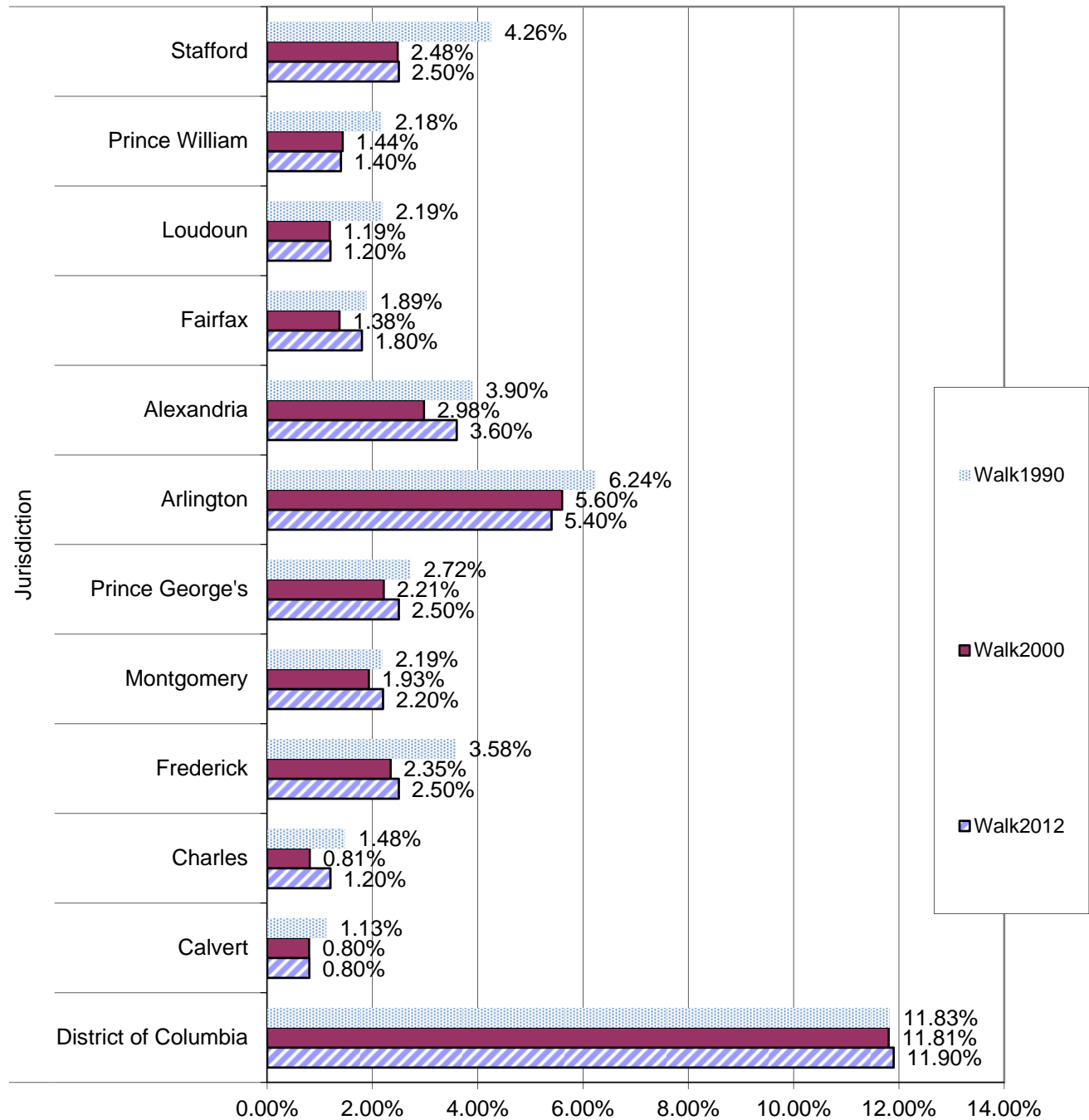
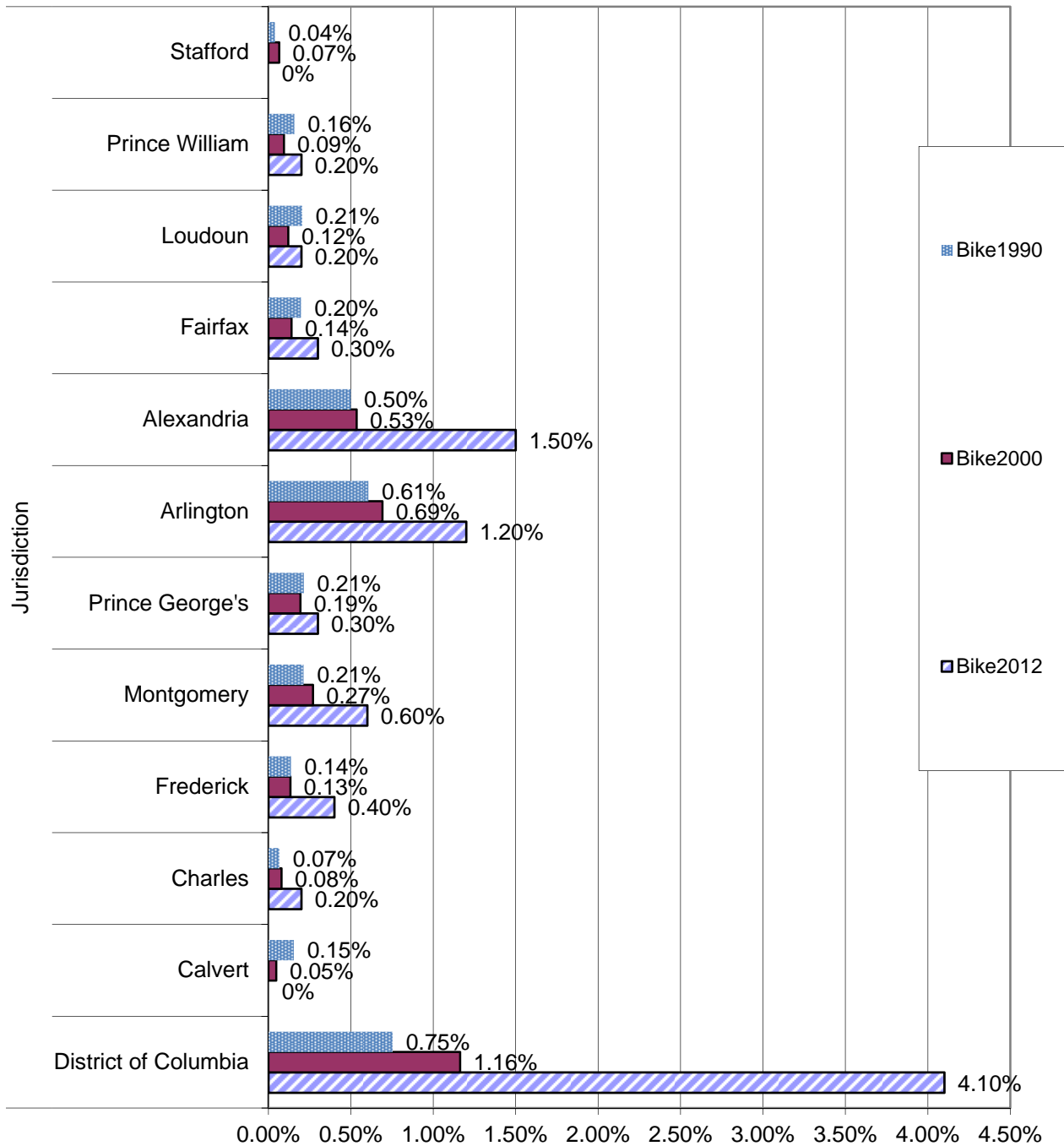


Chart 2-15: Percentage of Workers Biking to Work



Generally, the urban core of the Washington region, consisting of the District of Columbia, Arlington, and Alexandria, experienced stable pedestrian mode share and major gains in bicycling between 1990 and 2012. The District of Columbia nearly quadrupled its bicycle mode share.

The inner suburban jurisdictions of Fairfax, Montgomery, and Prince George's saw a decline in walking to work in the 1990's, which was reversed in the 2000's, leaving them roughly where they were in 1990. Bike mode share increased from 1990-2012, but from a low base.

The outer suburban counties of Frederick, Loudoun, Prince William, and Charles also saw a decline in walking to work in the 1990, which stabilized in 2000-2012, leaving them with less walking to work than in 1990. Bicycling mostly increased, but from a very low base. Frederick County more than doubled its bike mode share, to 0.6%.

The exurban counties of Calvert and Stafford had few people bicycling or walking to work in 1990, and that number fell further during the decades that followed. The American Community Survey counted 18 bicycle commuters in Stafford County in 2012, and 25 in Calvert County.

Mode Share by Census Tract

The Census Bureau recently released a web application that provides commuter mode share information, including bicycle and walking commuting numbers, for each state, county, and census tract.

<http://www.census.gov/censusexplorer/censusexplorer-commuting.html>

Zooming in to the Washington region, the maps show that bicycling and walking are concentrated in the neighborhoods surrounding downtown D.C., Capitol Hill, and North Arlington. Downtown DC and the surrounding neighborhoods show the highest walk mode shares, as much as 52%, while those a little further out have the highest bike mode shares. Outside DC, North Arlington, Old Town Alexandria, downtown Bethesda, and the City of Frederick the highest (non-campus) walk mode shares.

College campuses and military bases such as University of Maryland, Ft. Meyers, Bolling Air Force Base, the National Institute of Health, George Mason, Howard, Georgetown and Gallaudet all have high walk and bike mode share.

Census tracts abutting major facilities such as the W&OD, the C&O, and the Mt. Vernon Trails tend to show higher levels of bicycling than the surrounding suburban tracts.

However, the highest bike mode share by far is in the ring of neighborhoods within easy biking distance of downtown DC, on the order of 10-15%. A dense network of on-street bicycle facilities, and proximity between housing and employment, seems to be more predictive of bicycling than an isolated trail.

Walking and Bicycling According to the COG/TPB Household Travel Survey

The household travel survey is a roughly once in a decade survey of households in the greater Washington region. The survey was done in 1994, and again in 2007-2008. It is the best available source of information on travel mode shares in the Washington region. For the commute mode share the US Census American Community Survey provides more recent data.

For the most recent survey, 11,000 randomly selected households in TPB Region and adjacent areas (+3,500 in the Baltimore Region) were surveyed. Higher numbers of samples were taken in higher density, mixed use urban areas, and regional activity centers. The sample was address-based. Interviews were conducted between February 2007 and March 2008. Travel is weekday travel only; week-end travel was not counted.

Comparing the results of the 1994 and the 2007/2008 surveys, walk commuting fell from 3% to 2.7%, but bicycle commuting increased slightly, from 0.7% to 1%. Bicycling grew by the same amount as walking declined. Auto commute trips remained stable, while auto passenger (carpooling) declined steeply, and transit use grew.

These results are generally consistent with the 2000 US Census and 2006-2008 American Community Survey results for the Washington region, which also show walk commuting decreasing and bicycle commuting increasing.

Chart 2-1: Change in Commuting Mode Shares 1994-2007/2008

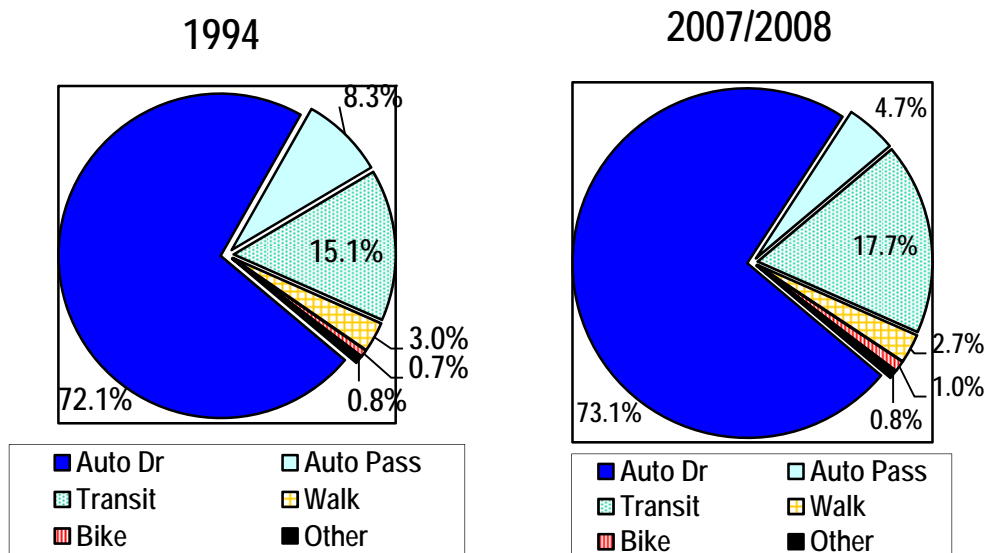


Chart 2-2: Walk Commute Share by Jurisdiction

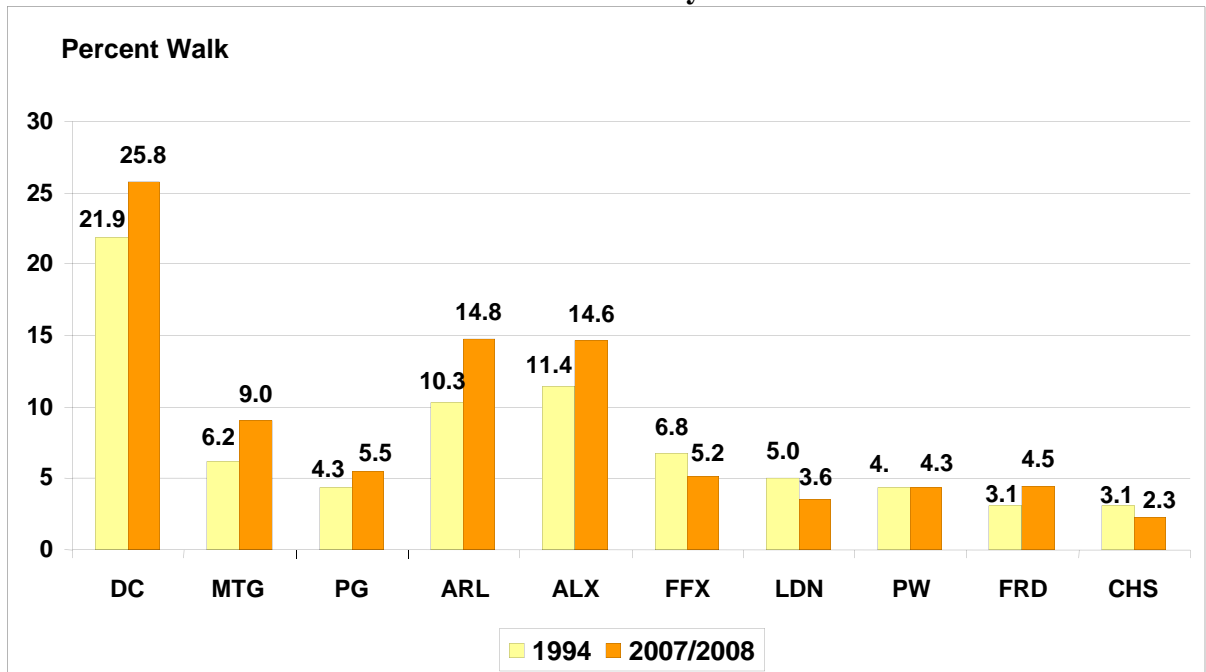
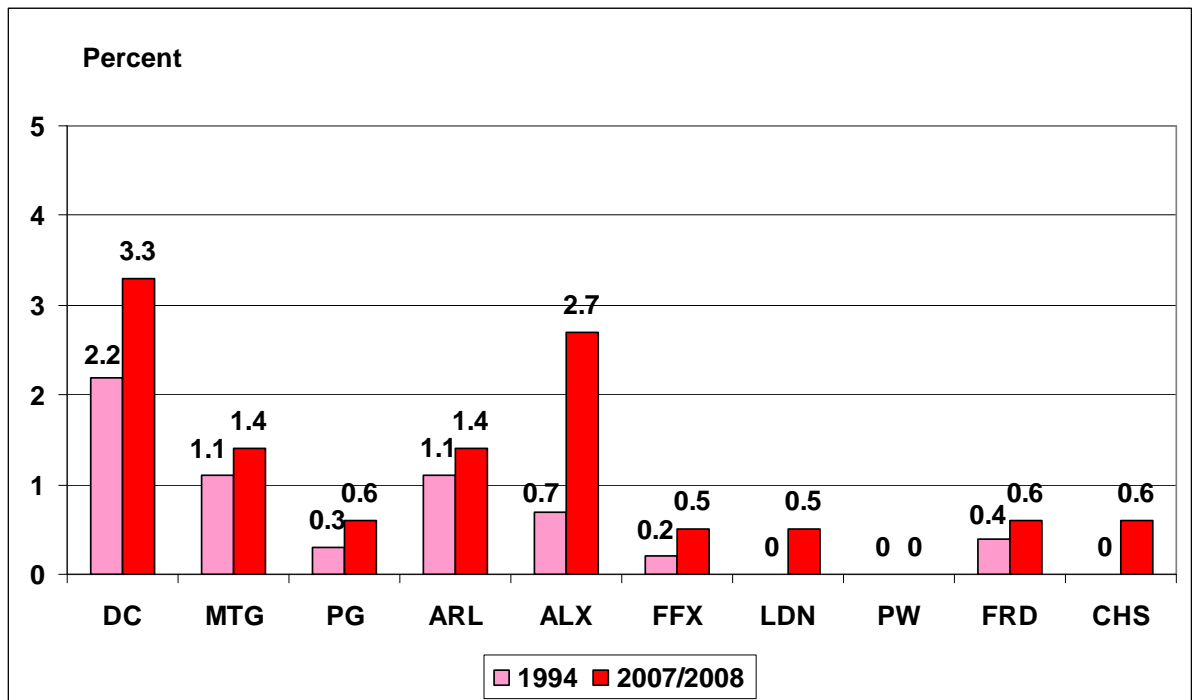


Chart 2-3: Bike Commute Mode Share by Jurisdiction



At the jurisdictional level, walk commuting declined in the District of Columbia, but grew in Alexandria, Arlington and Frederick Counties.

Walk commuting grew in urban core, and in Montgomery and Frederick Counties, but fell in other suburban areas, notably Fairfax and Loudoun Counties, which experienced considerable auto-oriented suburban growth.

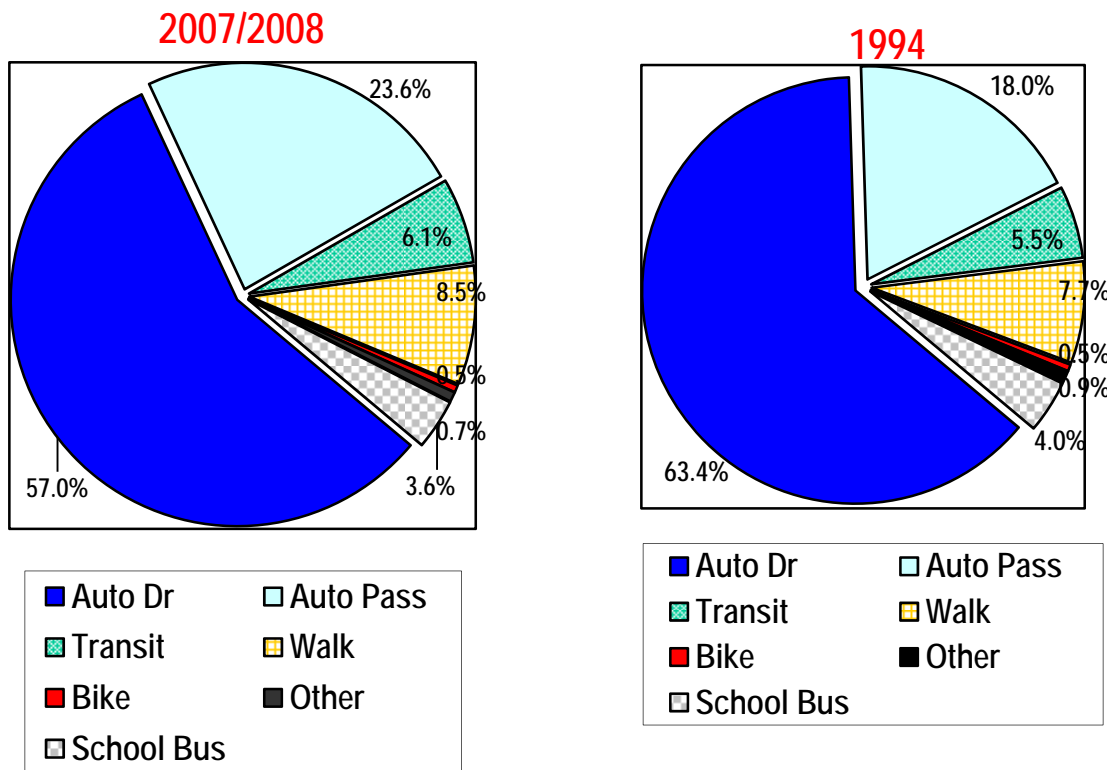
Bike commuting grew in most jurisdictions from a low base, with the biggest increases in the District of Columbia and Alexandria.

Mode Share Trends for All Trips in the Washington Region

Commute trips, while they get a lot of attention, account for less than 20% of all trips in the Washington region. Nonwork trips have different characteristics than work trips, and overall trends in mode share are different from trends in commuter mode share.

Solo driving declined significantly in the Washington region between 1994 and 2007/8, while auto passenger, transit, and walk modes increased. Bicycling remained stable at the regional level.

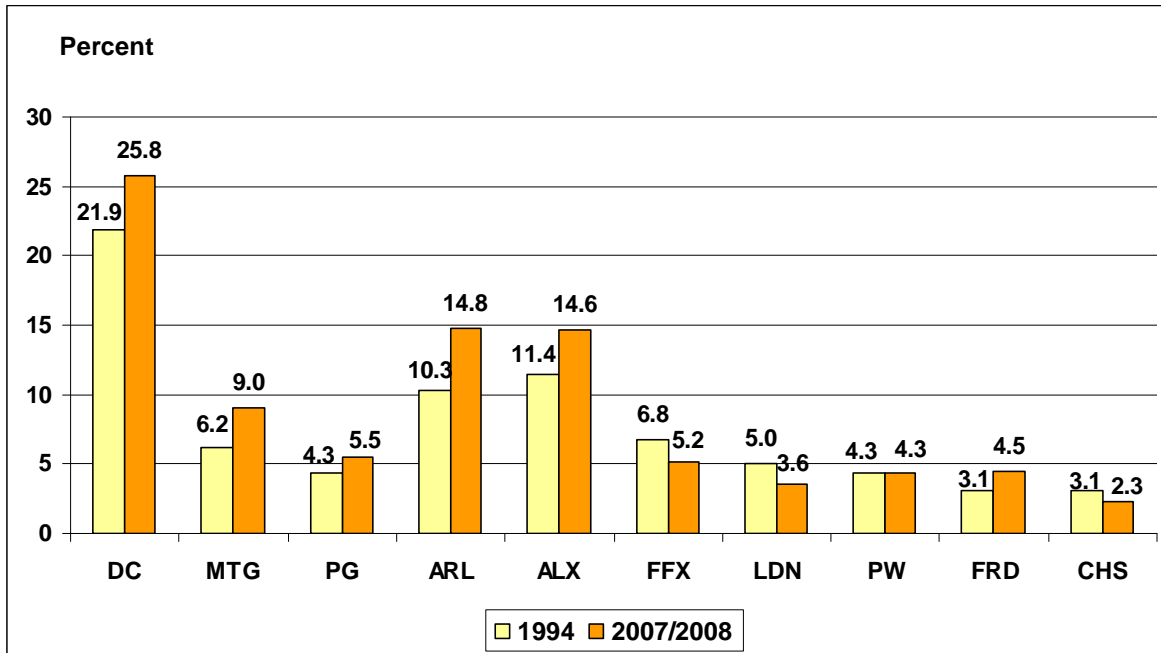
Chart 2-4: Mode Share for All Trips



Walk and Bike Mode Share by Jurisdiction

Walking increased in most jurisdictions, with the notable exceptions of declines in Fairfax and Loudoun Counties. The biggest increases were in the urban core and in Montgomery County.

**Chart 2-5: Daily Walk Trip Share by Jurisdiction of Residence
(1994 – 2007/2008)**

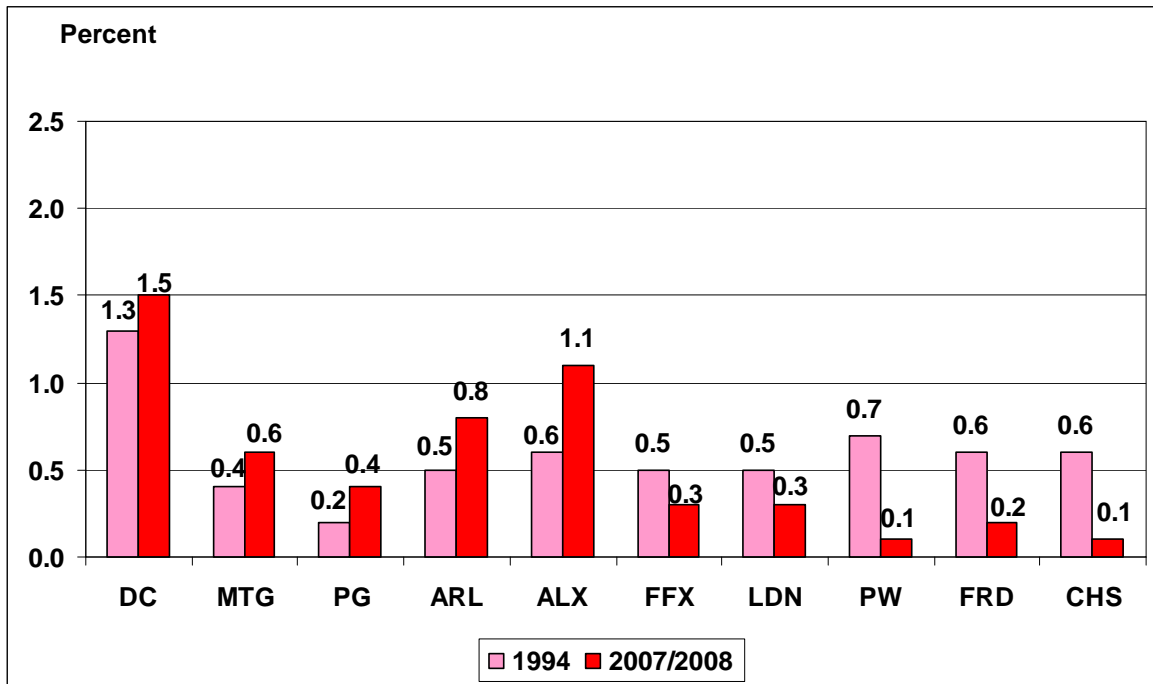


Bike mode share grew in the urban core, but fell steeply from low starting levels in the outer suburban counties. Growth in bicycling in the core has been offset by an equal decline in the outer suburbs, adding up to zero growth at the metropolitan level. The outer counties have experienced greatly increased auto traffic, much of it on narrow country roads without bike lanes or other accommodation. Fear of traffic is a commonly cited reason in surveys for not riding.

Alexandria had the largest increase at .5% followed by Arlington at .3%.

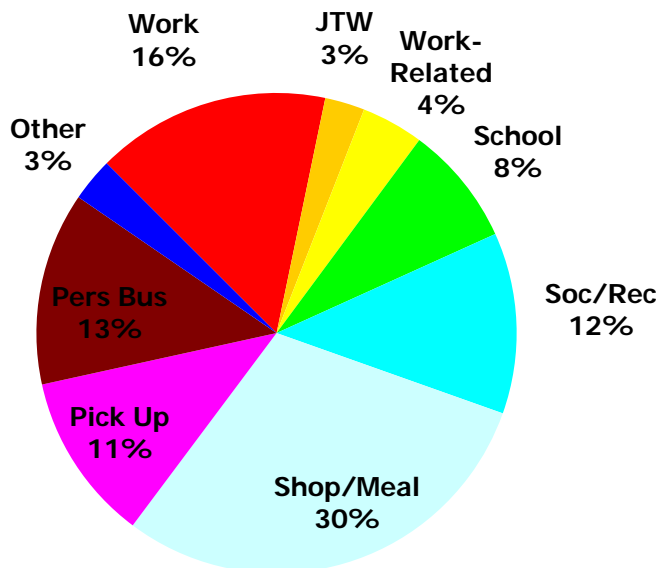
**Chart 2-6: Daily Bike Trip Share by Jurisdiction of Residence
(1994 – 2007/2008)**

.Daily Trips by Trip Purpose in the Washington Region



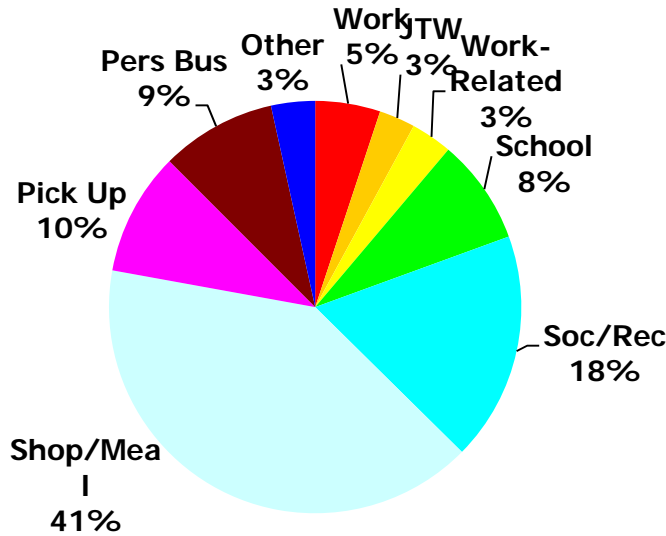
Commuter trips account for less than 20% of total daily trips in the Washington region,

Chart 2-7: Daily Trips by Trip Purpose



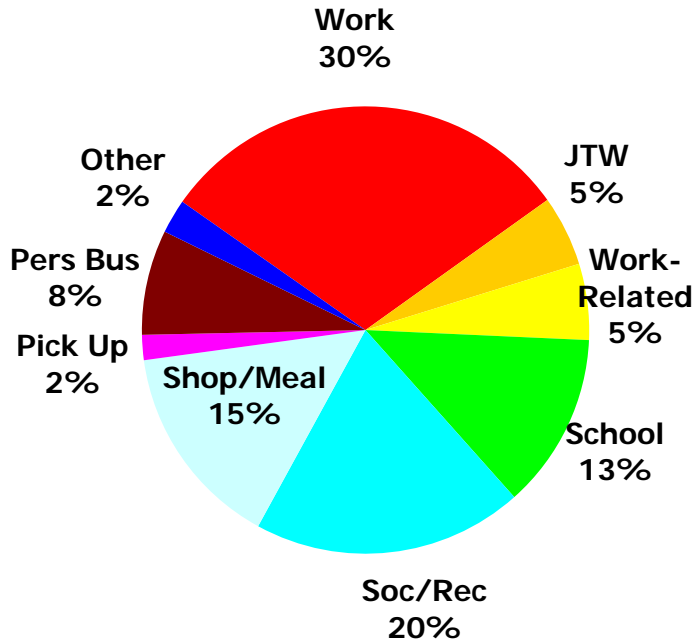
but have average trip lengths 3 times the distance of other trips for non-work purposes. Commuter trips also have the highest median trip length, at 9.3 miles.

Chart 2-8: Walk Trips by Purpose



The vast majority of walking trips are for shopping, meals, recreation, or social visits. Compared to all trips, pedestrians are more likely to be doing a shopping, dining, or social/recreational trip, and less likely to be going to work.

Chart 2-9: Bike Trips by Purpose



Bicyclists are more likely to be going to work or school than either “all trips” or “walk trips”, and are less likely to be on shopping, dining, or social/recreational trips. This is the opposite of what one might expect based on median trip lengths. A possible explanation is that most bicyclists now live in walkable urban areas and have short, but not quite walkable commutes, so they will commute to

work by bicycle but are more likely to walk for other purposes.

Alternately, it may be that bicyclists, while few in number, tend to stick with their chosen mode for all types of trips (like car drivers). Walking is more conducive to being an

access mode or being used for only some legs of a trip chain.

Trip Lengths by Purpose

Based on trip lengths and number of trips shown below, school, shopping/meal, social/recreational, and personal business trips might be more susceptible to being shifted to walk or bike modes than commute trips.

**Table 2-1: Trip Length Distribution by Purpose
(Distance in Miles, 2007/2008 Household Travel Survey)**

Purpose	25%	Median	75%	90%
Work	4.3	9.3	17.1	25.8
To Work after other stop (JTW)	1.5	4.8	12.9	22.1
Work-Related	1.8	5.6	13.4	24.8
School	0.9	2.1	4.7	9.3
Social/Recreational	1.0	2.9	6.7	13.7
Shop/Meal	0.7	2.1	5.4	12.0
Pick-Up	0.8	2.2	5.2	11.2
Personal Business	1.4	3.5	7.5	14.9
Other	0.8	1.5	4.1	7.3

Trip Lengths by Mode

The median auto trip length in the Washington region is only four miles, and 25% of auto trips are 1.5 miles or less. The median auto passenger trip, which includes many child passengers, is only 2.2 miles, with 25% of auto passenger miles being 1.5 miles or less.

The median walk distance of 0.3 miles is consistent with most estimates of people’s willingness to walk. The median bike trip distance of 1.5 miles is brought down in the household travel survey by some short trips that are part of trip chains. Other sources show typical bike trip lengths as being five miles or less.

**Table 2-2: Trip Length Distribution by Mode
(Distance in Miles)**

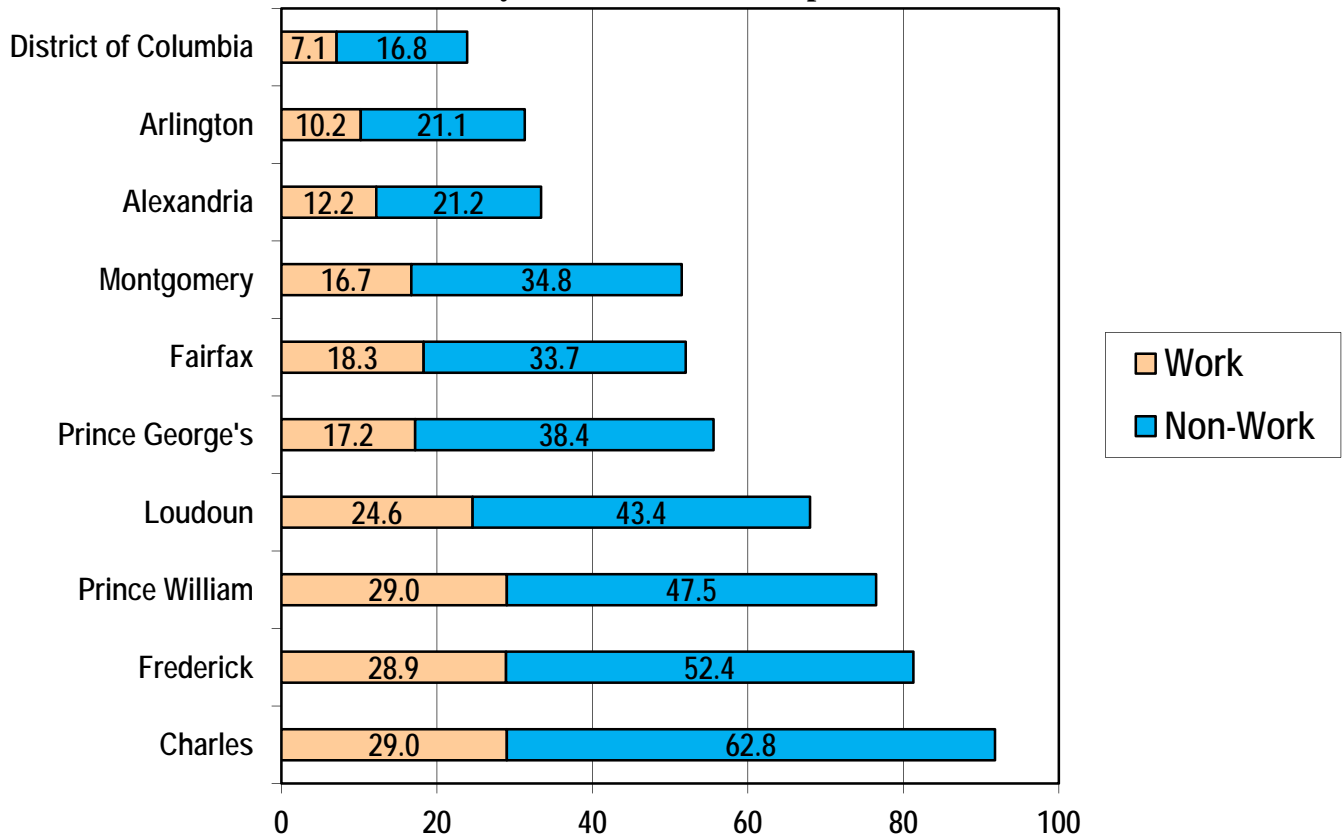
Mode	25%	Median	75%	90%
Auto Driver	1.5	4.0	9.7	18.7
Auto Passenger	1.2	2.8	6.4	12.9
Transit	3.5	6.9	14.1	23.4
School Bus	1.2	2.3	4.6	8.2
Walk	0.1	0.3	0.5	0.9
Bike	0.8	1.5	4.1	7.3

Average Daily Miles Traveled By Jurisdiction

Households in the urban core make slightly fewer trips per day, and travel far fewer miles per day than households in the outer jurisdictions. The average DC household

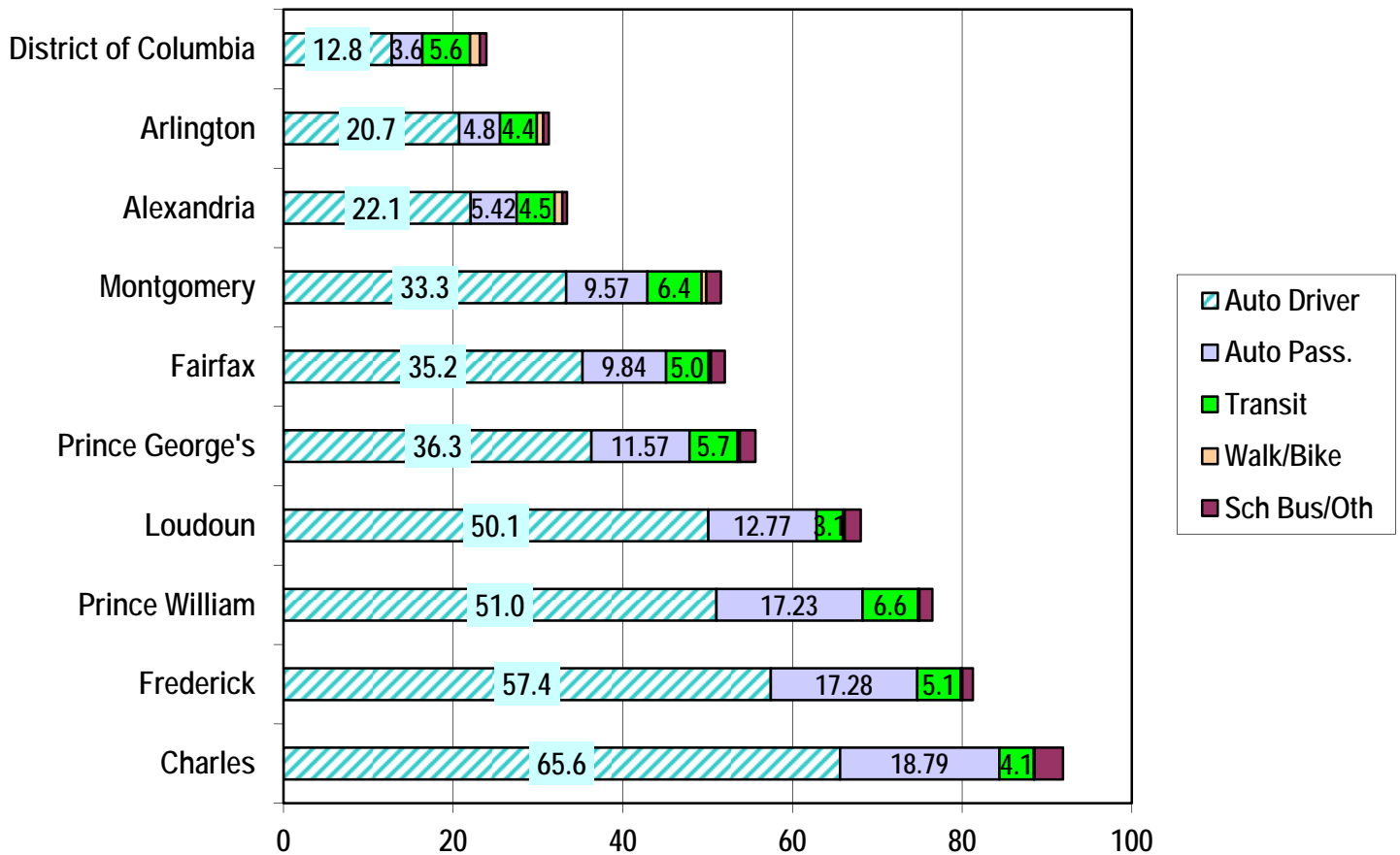
makes seven trips per day and travels 23.9 miles, while the average Charles County household makes nine trips per day, and travels 91.8 miles, or nearly four times as far.

**Chart 2-10: Average Daily Miles Traveled Per Household
by Jurisdiction and Purpose**



Nor are all the long trips in the outer suburbs commute trips; outer suburban households travel three to four times as many non-work miles as DC households. Low-density development patterns in the outer suburbs appear to be generating trip distances which are significantly longer than what most people are willing to walk or bicycle.

**Chart 2-11: Average Daily Miles Traveled Per Household
by Jurisdiction and Mode**



DC residents use an automobile for about half the miles they travel, while more than 90% of outer suburban residents' travel mileage is in a car, with transit and school buses accounting for the rest.

**Table 2-3: Total Weekday Walk and Bike Trips by Type in the Washington Region
(in Thousands)**

Type of Trip	Walk	Bike
Primary Travel Mode	1,370.0	87.5
“Loop” Trips	123.8	6.9
Metrorail Access	464.3	4.3
Metrorail Egress	469.0	4.0
Total	2,427.1	102.7

Access to transit accounts for a high proportion of the walk trips in the region, especially in the urban core.

**Chart 2-12: Weekday Walk Trips by Jurisdiction of Residence and Type
Per 1,000 Population in Households**

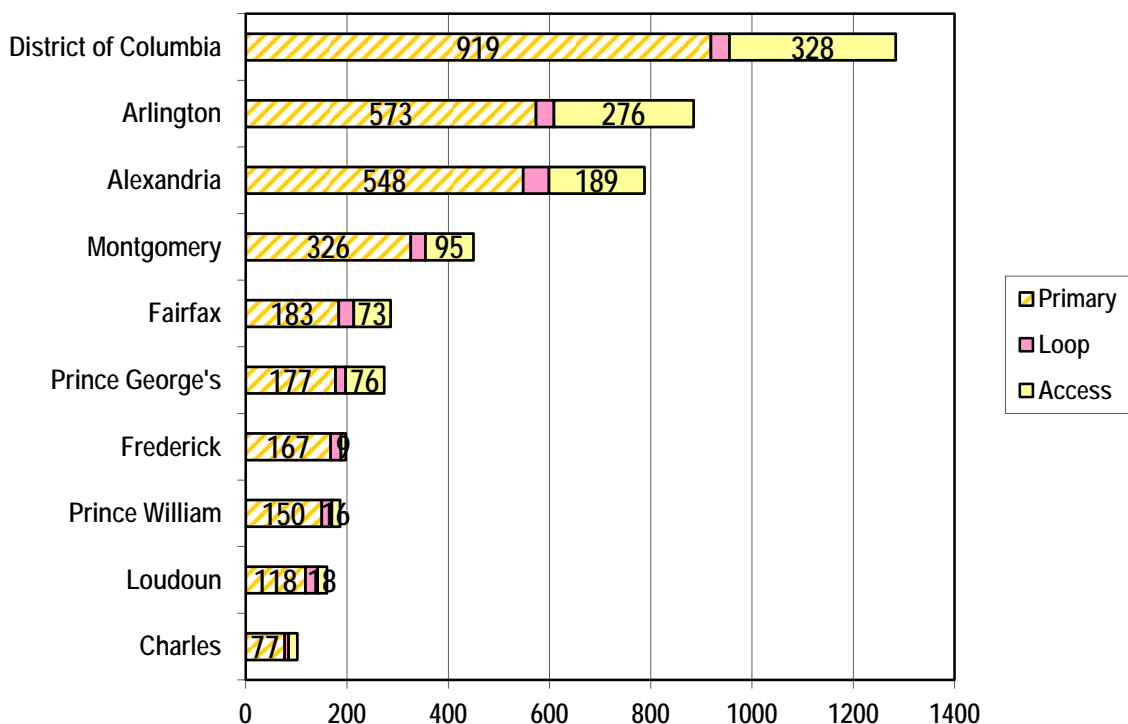
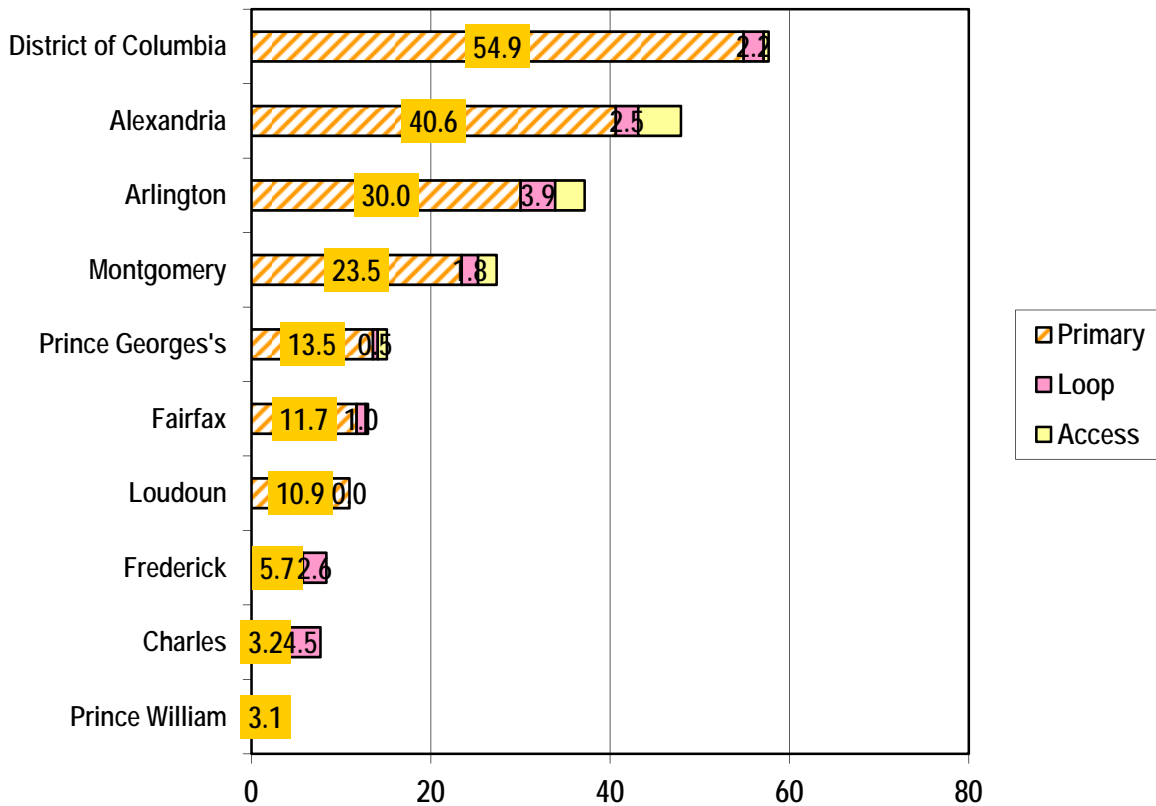


Chart 2-13: Weekday Bike Trips by Jurisdiction of Residence and Type Per 1,000 Population in Households



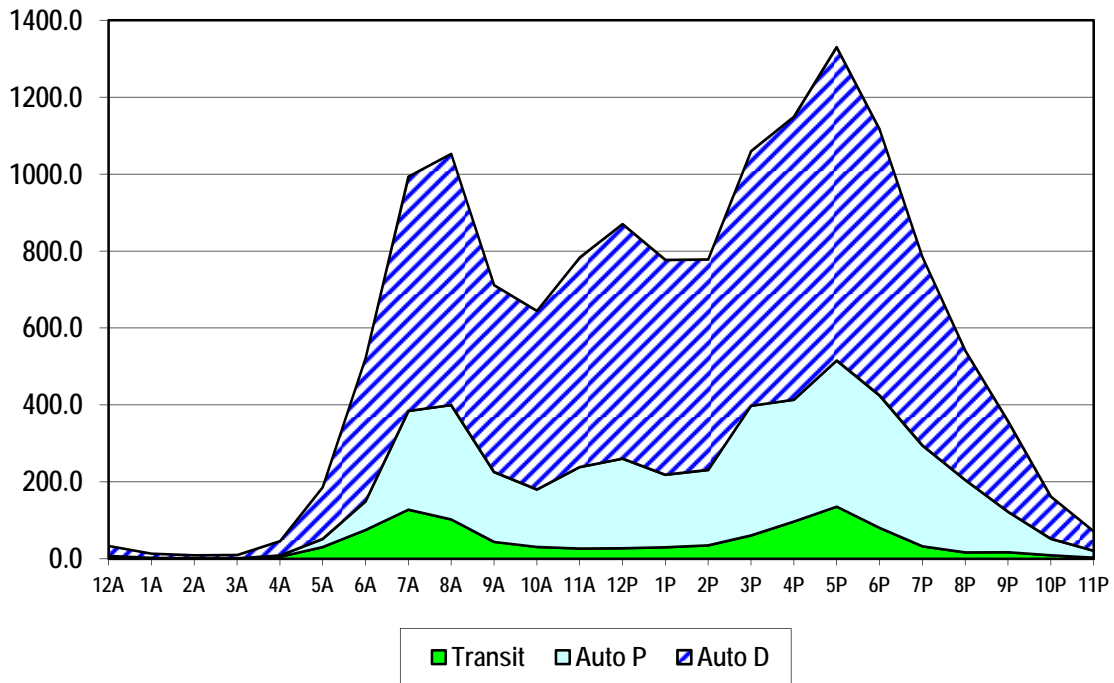
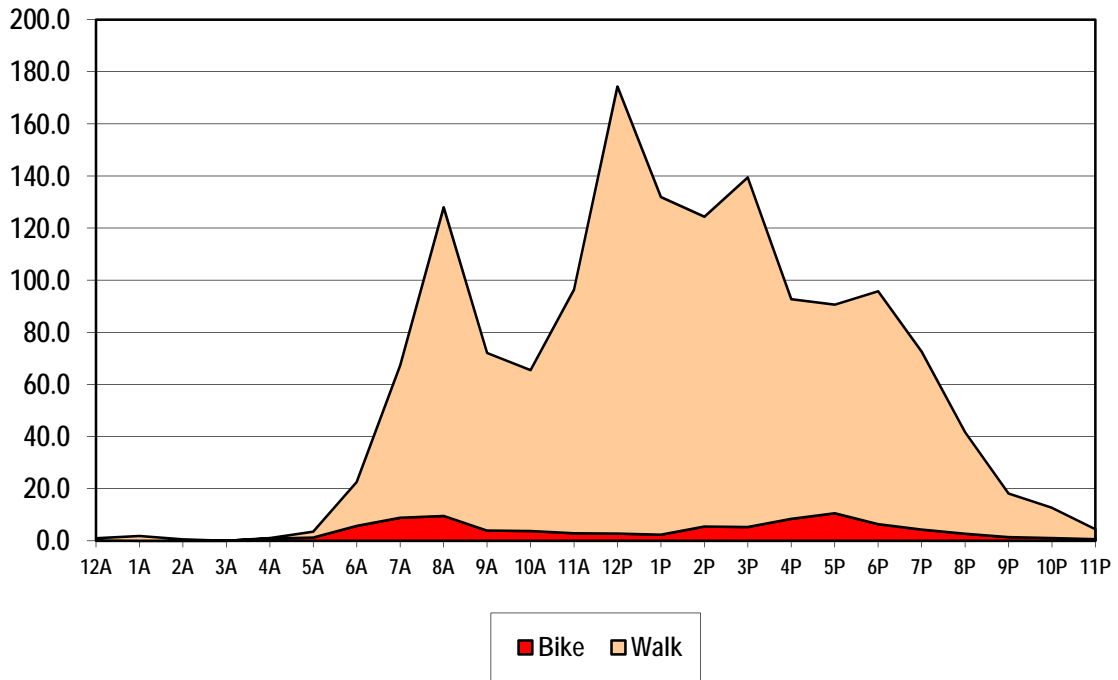
While DC residents are most likely to bicycle, Alexandria and Arlington are most likely to use bicycle to access Metrorail. Charles County has the highest rate of “loop” bicycle trips.

Walking and Bicycling by Time of Day

Walk trips peak at lunch hour, then around 3 p.m. when school lets out, and then during the morning rush hour just before 8 a.m. This is different from auto, auto passenger, and transit modes, which are highest at 5 p.m, and next highest at 8 a.m.

Bike trips are much more evenly distributed throughout the day than other modes. Bike trips peak at the evening and morning rush.

Chart 2-14: Walking and Bicycling by Time of Day



Walking and Bicycling in the Geographically Focused Household Travel Surveys

As a follow-up to the 2008 regional Household Travel Survey, COG/TPB carried out a series of household surveys in geographically focused areas around the Washington region. These case studies addressed a need expressed by local planners, to provide some small area community-level socio-economic data that are no longer available from the Decennial Census

The project sought to analyze daily travel behavior in communities with different densities, physical characteristics and transportation options, including Regional Activity Centers, and eventually track changes in behavior over time. Data on 17 focused areas have been collected so far.

**Chart 2-16: Commute Mode Share 2010/2011
In Selected Neighborhoods in the Washington Region**

		Drive Alone (SOV)	Carpool (HOV)	Transit	Walk	Bike	Other
Core	Logan Circle	21%	4%	28%	33%	10.6%	2%
	Crystal City	22%	4%	53%	19%	0.7%	2%
Inner	Largo	70%	11%	13%	3%	2.8%	--
	Reston	70%	17%	8%	3%	0.7%	2%
Outer	Woodbridge	76%	13%	8%	1%	0.3%	2%
	Frederick	78%	12%	4%	4%	1.5%	--

Logan Circle had by far the most walking and bicycling of the neighborhoods surveyed. Density, proximity to transit, distance to the central business district, and urban design appear to affect mode choice.

Bicycling in the Metro Core Cordon Counts

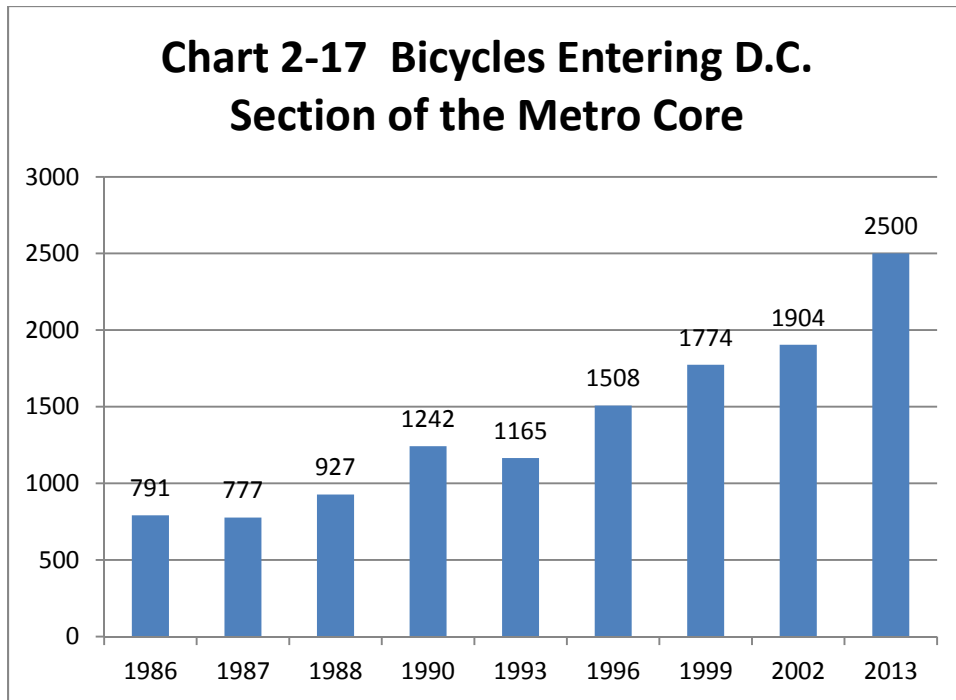
*Bicycling is
Growing
Rapidly in
Downtown D.C.
and North
Arlington*

COG/TPB periodically takes a count of vehicular traffic, including bicycle traffic but excluding pedestrian traffic, entering downtown D.C. and Arlington, as well as traffic crossing the beltway. Cordon counts are not done in other parts of the region.

COG/TPB's cordon counts confirm the census data indicating a concentration of bicycling in the neighborhoods close to downtown D.C., Arlington, and Alexandria.

The most recent counts were done March through June 2013, on Tuesdays, Wednesdays and Thursdays only. Holidays were avoided. Only 5:00 A.M. to 10:00 A.M. inbound traffic was counted.

The counts show that bicycle traffic into the downtown Metro core is growing rapidly, with bicycle traffic into the D.C. section of the Metro core more than tripling from 1986 to 2013. The number of bicyclists entering the Metro core within the District of Columbia between 6:30 a.m. and 9:30 a.m. has grown steadily from 474 in 1986, 1,379 in 2002, to 2,500 in 2013. The number of cyclists crossing the Potomac bridges grew from 317 in 1986 to 525 in 2002, to 811 in 2013. Chart 2-17 shows the number of bicycles entering the D.C. section of the Metro core from 1986 to 2013.

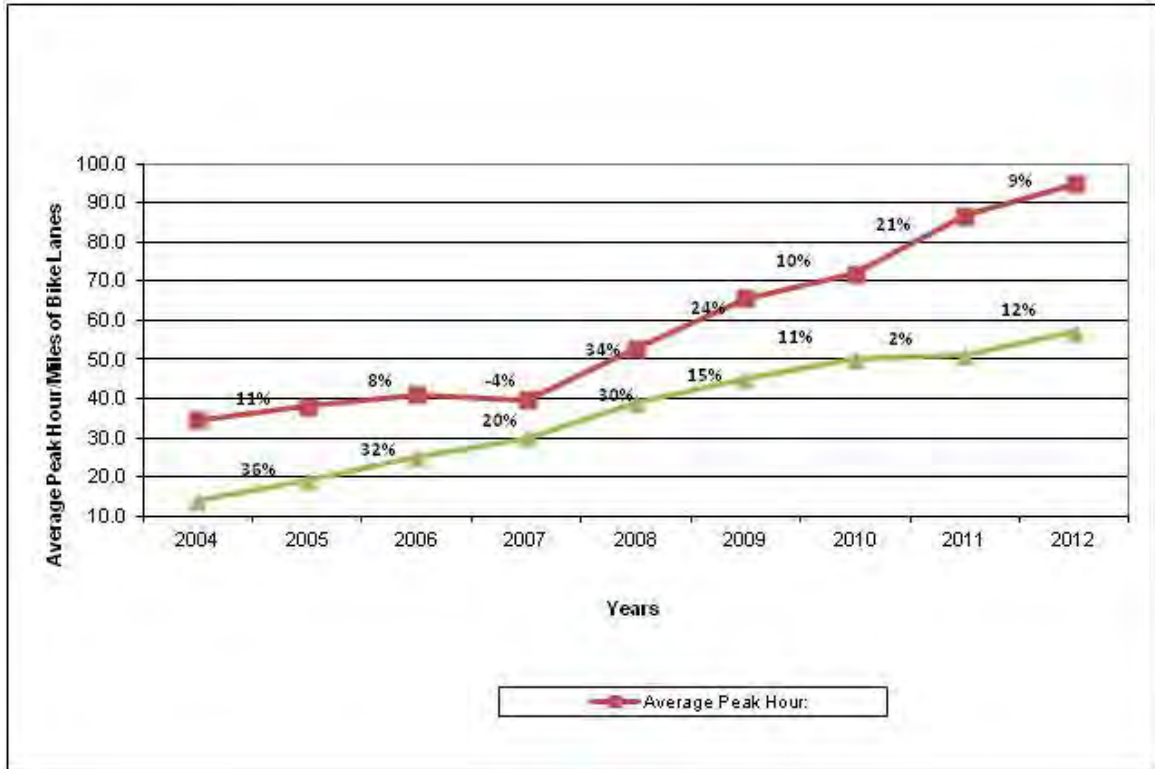


District of Columbia Bicycle Counts

The District of Columbia Department of Transportation has had an annual bicycle count program since 2004. Counts are taken at selected locations in the District Columbia, and on the bridges entering the District of Columbia. Numbers varied a lot by location; bridge locations and some central locations had hundreds of bicyclists per hour, others, in the outer wards, had few or none. Counts are taken at 8 hours at each location, 4 hours in the morning (6 to 10am), and 4 in the evening (3 to 7pm).

DDOT has consistent counts at 19 of the locations dating back to 2004, which are used to calculate the growth in *average peak hour* cycling. In 2004, the average peak hour count was 35 cyclists and there were 14 miles of bike lanes. By 2012 these numbers rose to 95 cyclists per hour and 57 miles of bike lanes, a 175% increase in the cycling rate and over 300% increase in the bike lane network.

Chart 2-18: Average Peak Hour Bike Counts in DC



Arlington Automated Counters

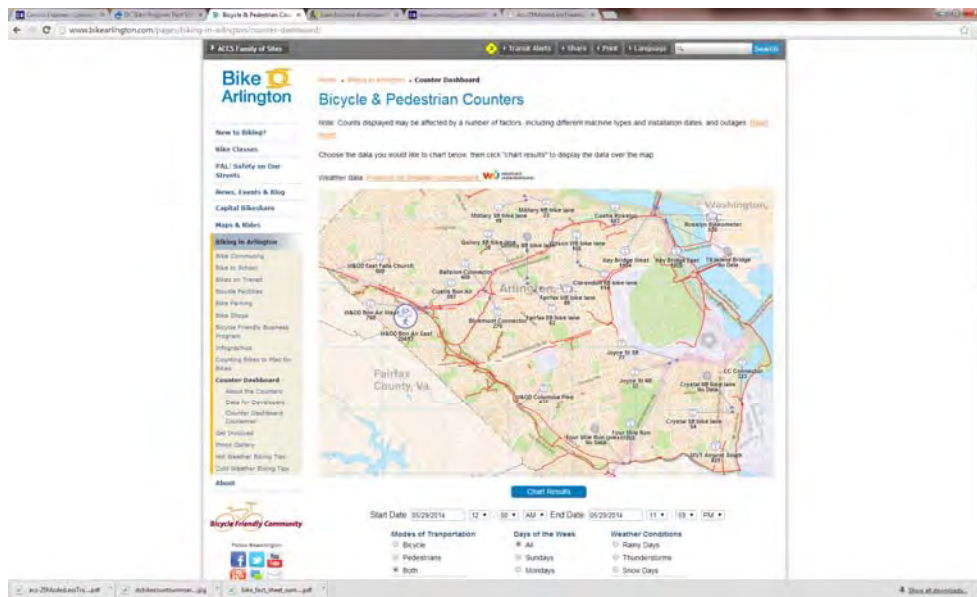
Manual counts have a number of disadvantages, notably cost, an inherently limited time window, unrepresentative counts due to weather events, and a lack of data on cyclists’ and pedestrians’ off-peak presence. There is strong interest among planners in automated bicycle and pedestrian counters.

Arlington County has by far the largest automated counting program in the region. Arlington’s first two automated bike and pedestrian counters were installed in the fall and Spring of 2009-10 on the Custis and Four Mile Run Trails. They use a combination of in-ground inductive loops and passive infrared detectors to collect data on trail volumes and travel direction. The loops detect metal, which distinguishes a bicyclist from a pedestrian.

As of April 2014, the County had sixteen permanently installed bicycle and pedestrian counters on shared-use trails, ten permanent bicycle-only counters in on-street bike lanes, and three mobile counters typically used for short term sidewalk counts. Mobile counters are used to estimate facility needs and guide negotiations with developers.

The data show that people continue to ride in bad weather, but are deterred by snow and ice on the trails, which are not plowed. Weekday bike traffic peaks during the morning and evening rush hours, while week-end traffic peaks mid-day.

The Arlington count data has been posted at bikearlington.com/pages/biking-in-arlington/counter-dashboard/. It can be queried for pedestrians and/or bicyclists by time period, day of the week, temperature, snow, and a number of other variables.



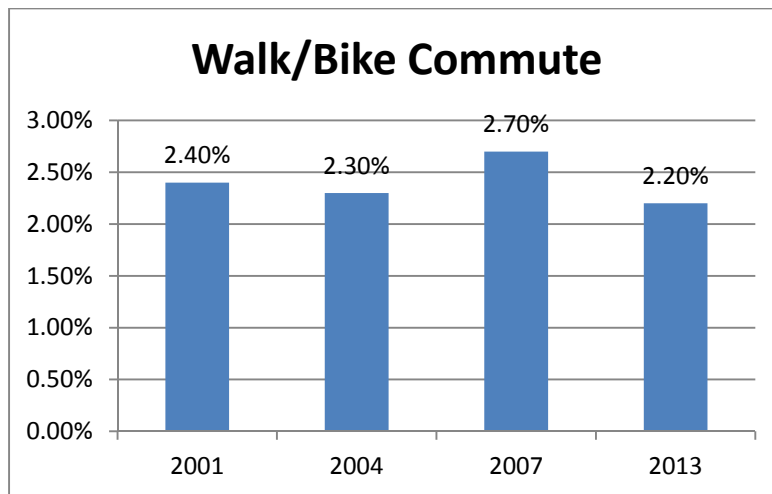
Demographic Characteristics of Pedestrians and Bicyclists

Ethnicity, geography, income, age, and car ownership affect the decision to walk or bicycle to work. The best recent source of this demographic information on pedestrian and bicycle commuters in the Washington region is the 2013 Commuter Connections *State of the Commute Survey*. However, the *State of the Commute Survey* and the US Census both measure work trips only, and the conclusions in terms of both the prevalence and distribution of walking and bicycling can be quite different for all trips than for work trips. Nationally, the 2009 *National Household Travel Survey* is the best source of demographic data on pedestrians and bicyclists for all types of trips.

All data in the following tables comes from the 2013 *State of the Commute Survey* unless otherwise noted. Walking and bicycling were not calculated separately in the *State of the Commute Survey* for the subcategories of ethnicity, income, age, and state of residence due to sample size issues. All mode shares are for primary commute mode, 3+ days per week. Walk/bike mode share varies by household income, state of residence, number of vehicles in the household, ethnicity, and age.

The 2013 *State of the Commute* shows walking and bicycling, from 2.4% in 2001 to 2.2%. However, that change is well within the survey's margin of error, which is 1.2%. *State of the Commute* shows lower mode share for walking and bicycling than does the Census, a discrepancy probably explained by differing methodologies.

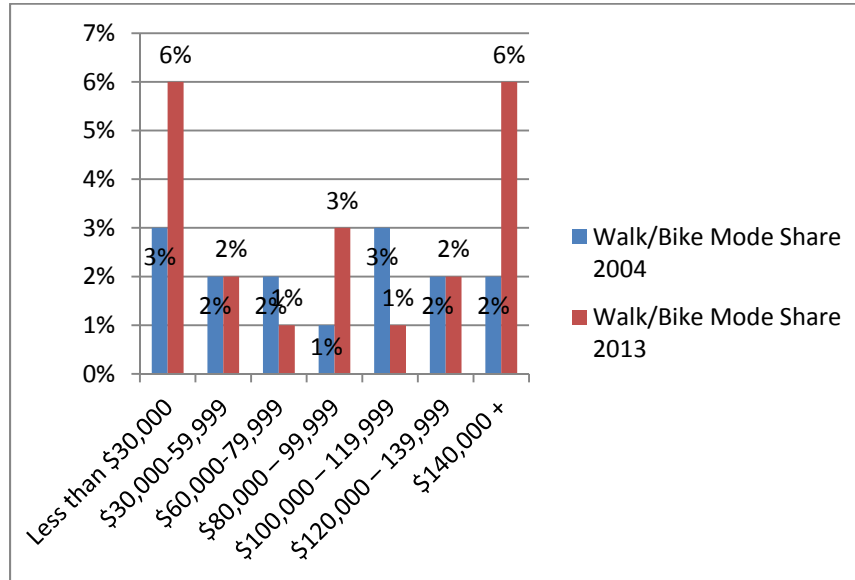
Chart 2-19: Walk/Bike Commute Mode Share



A. Household Income

Chart 2-4 shows walking and bicycling commute mode share by income. Walking and bicycling to work are somewhat more prevalent among the low-income (less than \$30,000 household income per year) than among the very high-income (more than \$140,000 per year). Bicycling and walking are slightly more common at the top and the bottom of the income distribution than in the middle. This is roughly consistent with the national data.

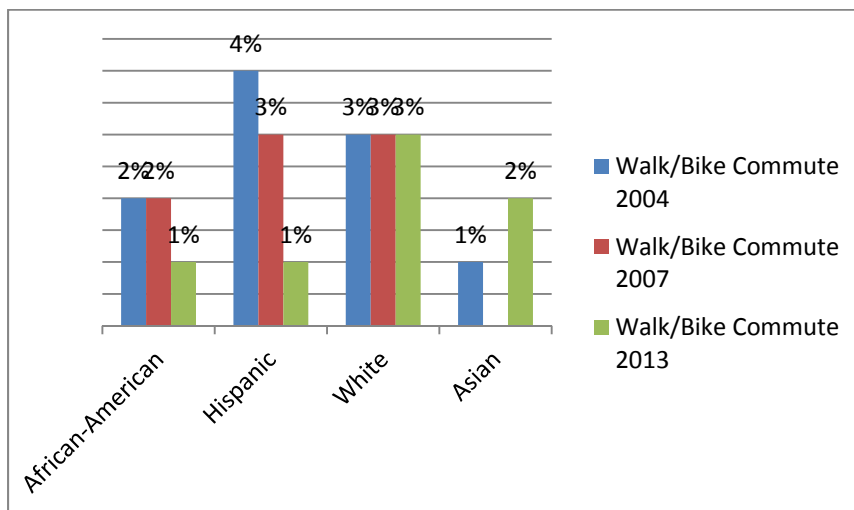
Chart 2-20: Walk/Bike Mode Share by Income



B. Ethnicity

Walk/bike commute mode varies by ethnicity. Whites have the highest walk/bike mode share at 3%, African-Americans the lowest at 1%. Hispanic walk/bike mode share has apparently declined.

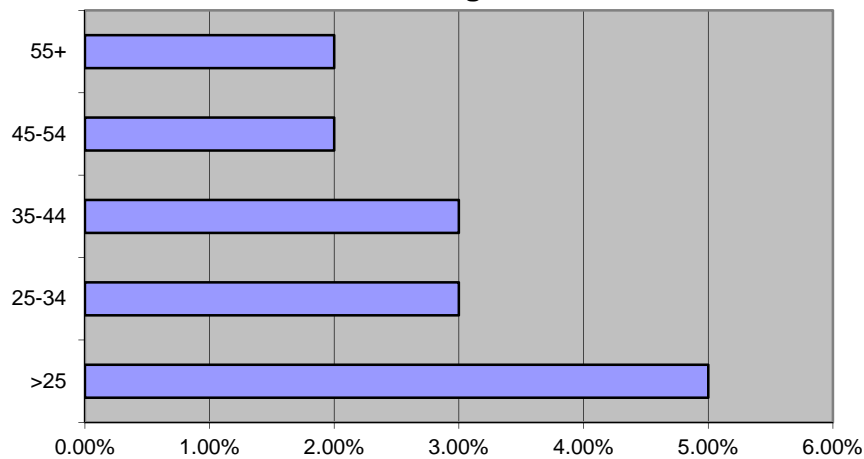
Chart 2-21: Walk/Bike Commute Mode Share by Ethnicity



C. Age

Chart 2-6 shows walk/bike commute mode share by age. People under 35 and over 65 are more likely to walk or bike to work than the middle-aged. Nationally the elderly have a lower than average mode share for bicycling, so we can presume that most of the elderly are walking rather than bicycling.

Chart 2-22: Walk/Bike Commute Mode Share by Age



D. Motor Vehicles per Household

Vehicles per household is another strong predictor of mode share, as shown in Table 2-4. People in households without any vehicles are much more likely to walk or bike to work than households that own one, while those living in households with one vehicle are more likely to walk or bicycle to work than those owning more than one vehicle. Non-work trips also shift radically away from walking in households that have at least one car.

**Table 2-4
Walk/Bike Mode Share by Number of Vehicles**

Number of Vehicles in the Household	0	1	2	3+
Walk/Bike Commute Mode	11.4%	3.7%	1.2%	2%

Share 2004				
Walk/Bike Commuter Mode Share 2007	12.4%	4.0%	1.2%	2%
Walk/Bike Commuter Mode Share 2013	16%	3%	2%	1%

Trip Distances

Distance was the most frequently cited reason, by 24% of respondents, to COG/TPB’s 2013 Bike to Work Day survey to explain why they were *not* riding to work. Reasons One and Three were “Don’t ride in cold/winter” (44%) and “No safe route” (21%). So trip distance is of great interest when gauging the potential for increasing bicycling (or walking). The 2013 SOC survey asked respondents about the length of their commutes. Commute mileage is shown in Table 2-5 below.

Table 2-5: Commute Distance
(n = 5,605)

Distance	Less than 5 miles	5 to 9 miles	10 to 14 miles	15 to 19 miles	20+ miles
Percentage	17%	21%	17%	12%	33%

17% of commutes in the Washington region are less than five miles and therefore potentially bikable on a daily basis. The average commute distance for Bike to Work Day survey respondents was 16 miles one-way.

Another potential source of walk or bike trips is the trip to transit, park and ride lot, or vanpool and carpool pick-up point. As shown in Table 2-6, most access trips to alternative mode meetings points are short. Respondents travel an average of 2.9 miles to the meeting point. Six in ten (61%) respondents travel one mile or less; these are primarily bus and Metrorail riders who walk to the stop or station. About one-quarter (23%) of respondents said they travel between two and five miles. Only 16% of respondents travel more than five miles. Based on the distances being traveled, some of the 29% of respondents who are currently driving to their alternative mode meeting point might be able to walk or bicycle instead.

Table 2-6
Distance Traveled from Home to Alternative Mode Meeting Point
(n=1,230)

Distance	2013
1 mile or less	61%
2 to 5miles	23%
6 to 10 miles	11%
11 miles or more	5%

Table 2-7
Means of Getting from Home to Alternative Mode Meeting/Transfer Point
(n=1,442)

Access Mode to Alternative Mode	2004	2007	2013
Walk	39%	35%	34%
Picked up at home	15%	12%	16%
Drive to a central location (e.g., Park & Ride)	18%	18%	19%
Drive alone to driver's/passenger's home	11%	10%	10%
Bus/transit	9%	12%	13%
I am the carpool/vanpool driver	5%	10%	6%
Dropped off/another CP/VP	1%	1%	2%
Other*	1%	2%	

Walking and Bicycling to Transit

Walking is the dominant mode of access to transit. The census walk to work mode share does not include walk trips to transit, since a walk trip to transit is counted as a transit trip

rather than as a walk trip. In areas with high transit ridership the census walk to work numbers significantly undercount the amount of walking to or from work.

In 2012 WMATA surveyed passengers at all 86 of its Metrorail stations. The primary purpose of the survey was to estimate the percentage of total ridership residing in each jurisdiction. Passengers *entering* each Metro station were queried throughout the entire day, so the “mode of access” number for any given Metro station includes both people on their way to work or some other destination, and those on their way home. “Mode of Access” is the mode people use to get to the station, not to leave it.

Appendix E shows mode of access to Metrorail by station.⁵

In 2012 62.2% of all Metrorail passengers walked to the station, essentially the same as 2007. 0.7% arrived by bicycle, an increase from the 0.31% who arrived by bicycle in 2002. However the AM peak results, which are the best measure of how people access the system (as opposed to any particular station), show higher auto mode and bus mode of access. Pedestrian mode of access for the AM peak is only 37%, up from 33.3% in 2007 and bike access is 1%, up from

*Fewer People are
Driving to
Metrorail, and
more are Walking
and Biking*

0.7% in 2007.

*62% of
Metrorail
Passengers
Walk to the
Station*

WMATA is making significant progress on increasing walk mode and decreasing drive mode of access to the system. WMATA is also on track to achieve its 2020 goal of 2% bike access to Metrorail.

⁵ 2012 WMATA Rail Passenger Survey, from the table “Origin Station by Mode of Access”.

Table 2-8: Mode of Access to Metrorail	Percent of Daily Total - 2012	Percent of Daily Total - 2007	AM Peak - 2012	AM Peak - 2007
Bus	15.3	15.6	21.9	22.2
Auto Driver	12.6	13.7	25.6	29.3
Auto Passenger (drop off)	4.5	5.5	7.8	9.3
Rode with someone who Parked	0.5	0.6	0.9	1
Bike	0.7	0.5	1.0	0.7
Walk	62.2	62.1	37.3	33.3
Commuter Rail	1.5	1.7	3.5	3.8
Shuttle	2.5	n/a	2.0	n/a
Taxi	0.2	0.2	0.1	0.2

Mode of Access varies greatly by station, from Mount Vernon Square, with 95% access by foot, to New Carrollton, with 3.7% access by foot. The thirty stations with the greatest share of pedestrian access (as a percentage of total passengers accessing that station) are all located in the District of Columbia, Arlington, or Alexandria.⁶

Stations with a very high share of pedestrians tend to be located in major employment centers, with people walking from work to the station, rather than from home to the station. However, largely residential-area stations such as Cleveland Park, Eastern Market, and Columbia Heights are found in the top twenty. Dense, mixed-use areas such as Bethesda, Foggy Bottom, Crystal City, Pentagon City, Friendship Heights, Van Ness, Dupont Circle, Shaw, and the Rosslyn-Ballston Corridor have high percentages of pedestrian access as well.

The bicycle mode of access to Metrorail ranged from 6.4% at Medical Center to zero at

⁶ Appendix E: Origin Station Sorted by All Day Walk Mode of Access.

31 stations.⁷ Stations with more bicycling tended to be located in the western portion of the region, have access to a major shared-use path, be near a major University, and/or be located in an area with a bicycle-friendly street grid. Stations with no bicycling are either in dense urban employment centers with no bicycle parking, or are located in the eastern portion of the region. Brookland CUA was a notable exception, with no bicycle access despite the presence of a university.

Of the sixteen stations located east of the Anacostia River in 2013, thirteen had bicycle access that rounded to zero. All stations in Fairfax and Montgomery Counties had some bicycle use. The WMATA *Rail Passenger Survey* confirms what the census tells us about the distribution of walking and bicycling in the region, with walking and bicycling heavily concentrated in the Metro core and at certain inner suburban stations.

*Rapid Growth in
the Urban Core
and Regional
Activity Centers
favors Walking
and Bicycling*

Outlook

Walking and bicycling taken together are significant travel modes in the Washington region, especially for non-work trips, and for trips to transit. Walking is the larger mode, and is growing slowly. Cycling is less common, but is growing rapidly.

Exurban and outer suburban areas have developed in ways that often make utilitarian walking and bicycling difficult and dangerous, with long distances, lack of direct routes, heavy, fast automobile traffic, and incomplete facilities for walking or bicycling. They typically have low levels of walking and bicycling.

The story in the urban core is different. In the District of Columbia, Arlington, Alexandria, and portions of Montgomery County and Frederick County, walking and bicycling are growing rapidly.

Since 2010 the urban core jurisdictions have captured a larger share of the region's growth, and are expanding their share of the region's population, at trend which if it continues will help increase walking and bicycling. The urban core is now [growing faster](#), in absolute and in percentage terms, than the exurban jurisdictions.

⁷ Appendix F: Origin Station Sorted by All Day Bike Mode of Access.

It is likely that urban core and inner suburban communities will develop over the next thirty years in ways that will be conducive to walking and bicycling. Many inner suburban activity centers have already reached critical levels of traffic congestion, and regional projections call for rapid employment growth in these same areas. Seventy-two percent of regional employment growth to 2030 is planned to take place within the current regional activity clusters, as well as fifty-four percent of household growth.⁸ Under “Complete Streets” policies new development should accommodate pedestrians and bicyclists.

The most prominent example of this trend is the planned transformation of Tysons Corner, a classic auto-oriented commercial center, into a walkable downtown built around Metrorail.

If growth occurs in ways that are consistent with the TPB *Vision*, *Regional Transportation Priorities Plan*, and *Region Forward 2050*, creating activity centers that mix jobs, housing and services in a walkable environment, we can expect rapid growth in walking and bicycling in the inner suburbs as well as in the core.

⁸ Metropolitan Washington Council of Governments, *Growth Trends to 2030: Cooperative Forecasting in the Washington Region*, October, 2005. Pp. 2, 14-15.

Chapter 3
Pedestrian and Bicycle Safety

Overview

Pedestrian and bicycle fatalities and injuries are a serious problem in the Washington region. More than one quarter of all traffic fatalities in the region are pedestrian or cyclist. Every jurisdiction has a significant pedestrian safety problem. Pedestrian and bicyclist fatalities account for at least 7% of total traffic fatalities in every major jurisdiction.

While all areas and demographic groups are affected, some groups are more affected than others. Urban areas and inner suburban areas are more heavily affected than the outer suburbs, Hispanics and African-Americans more than Whites and Asians.

Adjusted for their high walk and bike mode shares, the urban core jurisdictions are the safest places to walk or bicycle.

This section will describe the scope of the pedestrian and bicycle safety problem, its distribution across the region by jurisdiction and ethnicity, and the legal rights and responsibilities of drivers, pedestrians, and bicyclists. It will also discuss the region’s efforts to deal with the problem through the “Street Smart” pedestrian and bicycle safety campaign.

Pedestrian Fatalities in the United States

Pedestrian safety is a major problem nationally and in the metropolitan Washington region. Of the 33,561 traffic fatalities in the United States in 2012, 4,743, or 14%, were pedestrians.

*Pedestrian
Fatalities are
Increasing
Nationally*

Pedestrian fatalities have been increasing nationally since 2010, while other traffic fatalities have been falling. More pedestrians died in 2012 than in 2008, causing the proportion of pedestrian fatalities to jump from 11% to 14% of the total.

**Table 3-1:
Total Fatalities and Pedestrian Fatalities in US Traffic Crashes, 2003-2012**

Year	Total Fatalities	Pedestrian Fatalities	Percent of Fatalities
2003	42884	4774	11%
2004	42836	4675	11%
2005	43510	4892	11%
2006	42708	4795	11%
2007	41259	4699	11%
2008	37423	4414	12%
2009	33883	4109	12%

2010	32999	4302	13%
2011	32749	4457	14%
2012	33561	4743	14%

Pedestrian Fatalities by Age and Ethnicity in the United States

American Indians, Blacks, Hispanics, and people over the age of 65 are over-represented among pedestrian fatalities relative to their share of the population.

People over the age of 75 are at high risk; with six percent of the U.S. population, but more than 12 percent of pedestrian fatalities.

Adjusted for exposure, pedestrians over the age of 65 have a very high risk of dying, over six times as high as children under age 16.¹ For pedestrians over age 75 the risk is even higher, about eight times the risk for children.

The number of children killed as pedestrians has declined dramatically in recent decades, from more than 1,000 fatalities in 1984 to 319 in 2012. This decline is often attributed to a general drop in physical activity. However, fatal pedestrian injury remains a leading cause of death for those 15 years and younger.²

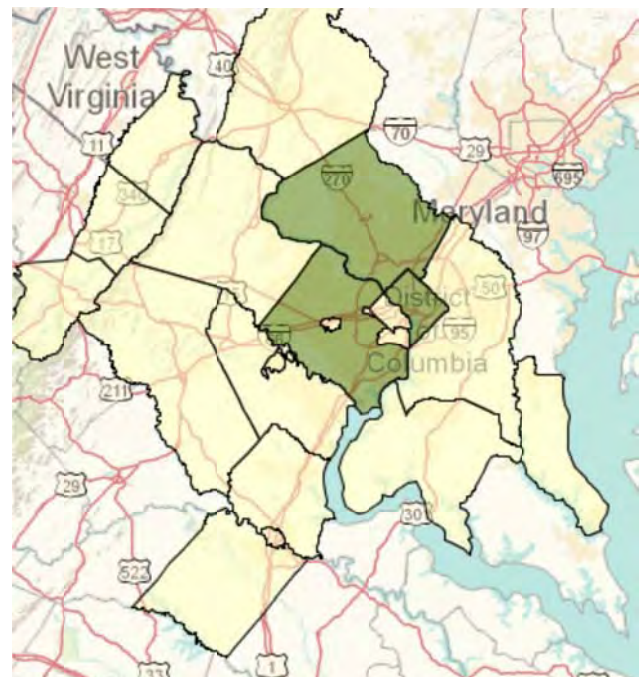
By ethnicity, American Indians have the highest exposure-adjusted risk, followed by African-Americans. Asians have few fatalities relative to their share of the population, and also lower than average exposure-adjusted risk. Ethnic risk varies significantly by State, so jurisdictions should not rely solely on national numbers when planning safety programs.

Pedestrian Fatalities in the Washington MSA

Urban areas have higher pedestrian fatality rates than rural areas. The [greater Washington region](#) ranks [24th](#) out of the 51 largest Metropolitan Statistical Areas in terms of pedestrian deaths per capita, with pedestrians accounting for 20% of all

*Pedestrians
over age 75
are at high
risk*

Figure 3-1: Washington-Arlington-Alexandria Metropolitan Statistical Area



¹ *Dangerous by Design 2014*, Smart Growth America, p. 13.
² *Ibid*, p. 20.

traffic fatalities.ⁱ³

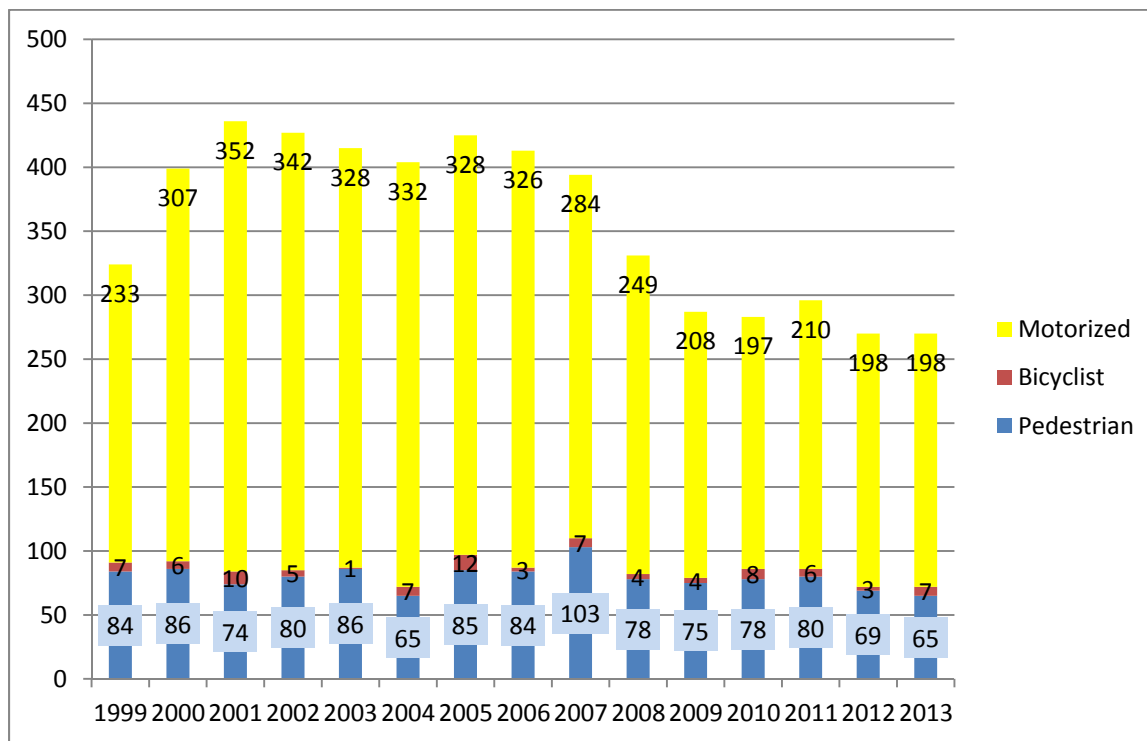
Fatalities in the TPB Member Jurisdictions

For the TPB member jurisdictions, pedestrians and bicyclists accounted for over a quarter of those killed on the roads in 2013. Over 2,600 pedestrians and bicyclists are injured every year, and 73 are killed. On average, there are 200 motorized fatalities, 68 bicyclist fatalities, and five bicyclist fatalities per year in the Washington region.⁴

Pedestrians and Bicyclists account for 27% of the region's Traffic Fatalities

Chart 3-1 shows the yearly variations in traffic fatalities from 1999-2013. Motorized traffic fatalities have declined sharply since 2006, while pedestrian and bicyclist fatalities have declined only slightly, from 87 to 73. The *proportion* of total fatalities that are pedestrian or bicyclist has risen from 21% to 27%. Chart 3-2 shows pedestrian fatalities only.

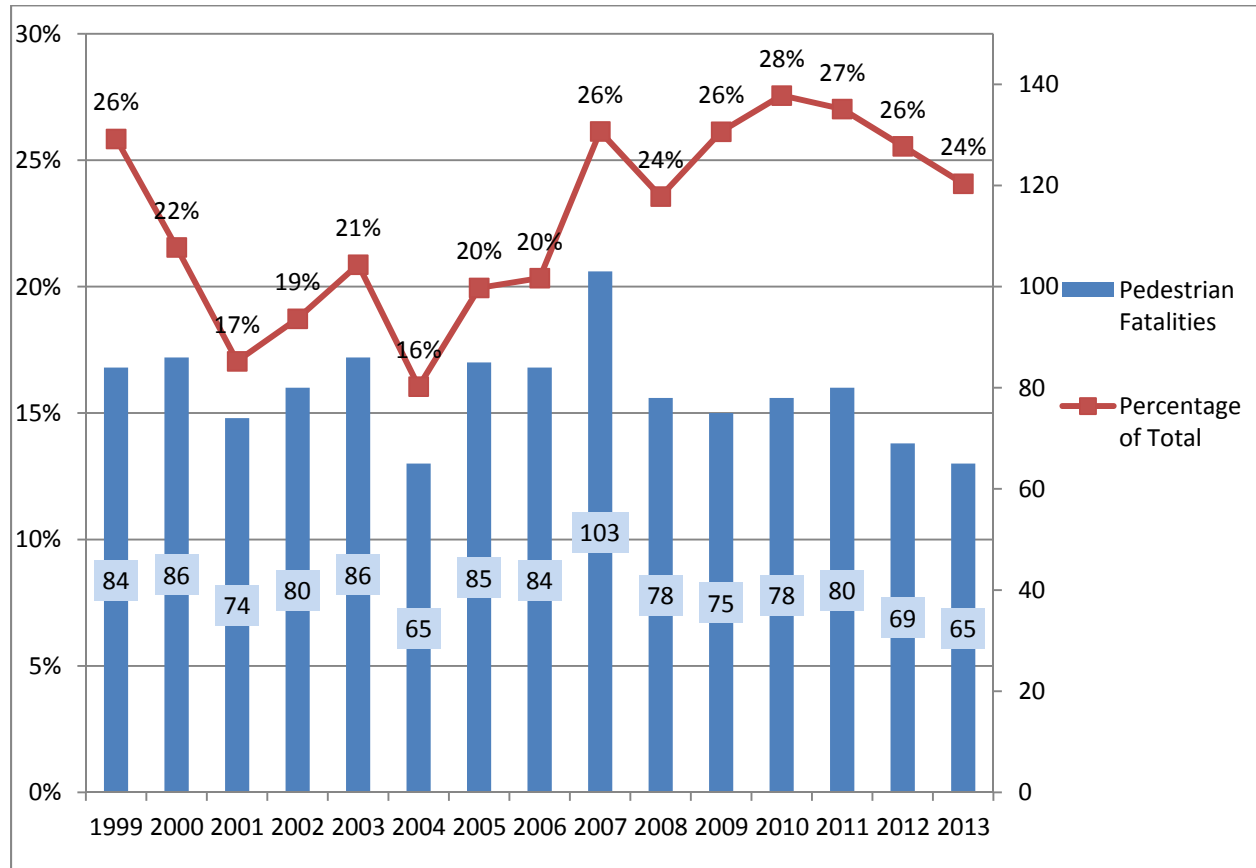
Chart 3-1: Traffic Fatalities in the Washington Region



³ *Dangerous by Design 2014*, Smart Growth America, p. 17.

⁴ Regional totals compiled from data provided by the District Department of Transportation, the Maryland Office of Highway Safety, and the Virginia Department of Motor Vehicles.

Chart 3-2: Pedestrian Fatalities in the Washington Region



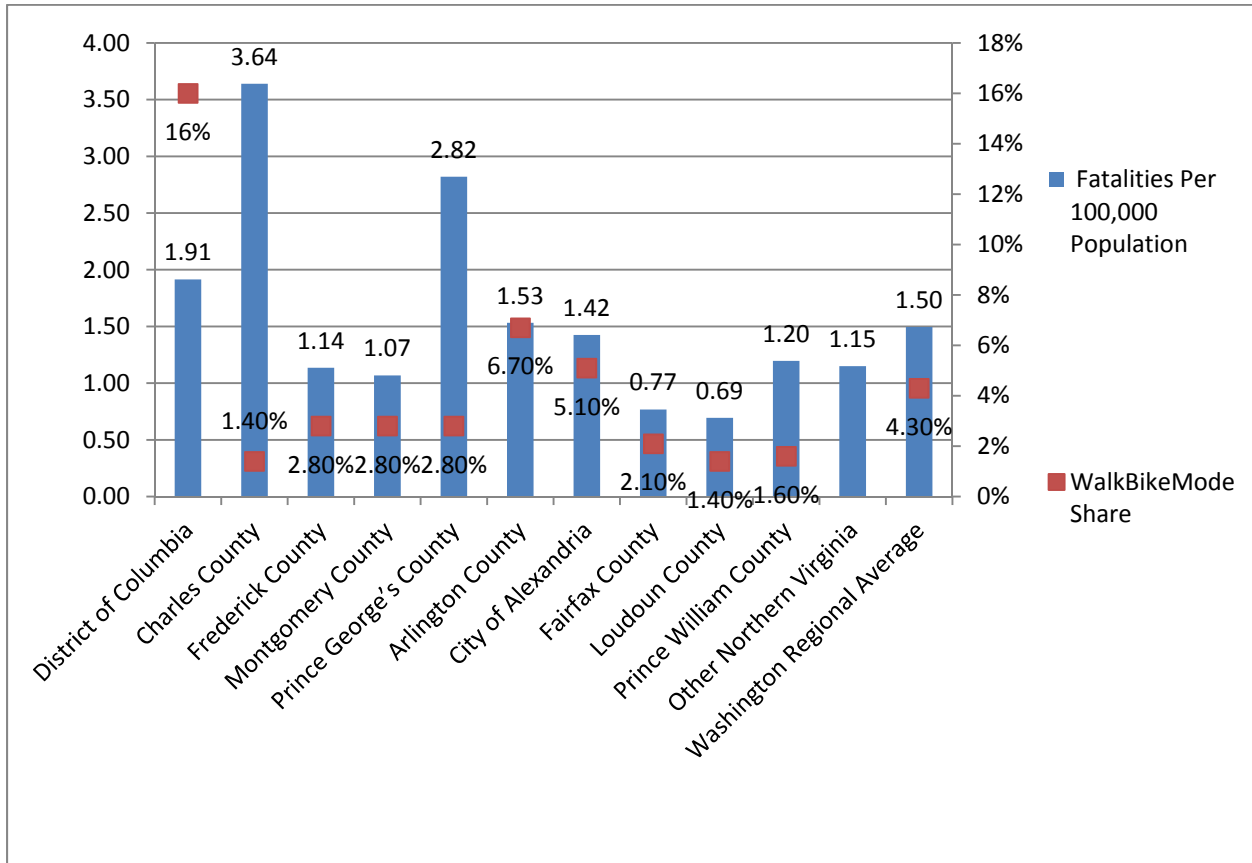
Pedestrian and Bicyclist Fatalities by Jurisdiction

The region is often divided into an urban core, consisting of Arlington, Alexandria and the District of Columbia, the inner suburbs of Fairfax, Montgomery, and Prince George’s Counties, and the outer suburbs, such as Frederick, Charles, Loudoun, and Prince William Counties. The independent cities of Manassas, Manassas Park, the City of Falls Church, and the City of Fairfax are shown as “Other Northern Virginia”.⁵

Most of the walking and bicycling occurs in the core, and most of the deaths and injuries occur there as well. Even calculated as a rate per 100,000 population as in Chart 3-3, most of the outer jurisdictions have below-average pedestrian and bicyclist fatality rates.

⁵ Towns in Northern Virginia are not included in the surrounding Counties; their traffic fatalities are tallied separately.

**Chart 3-3:
Average Annual Pedestrian and Bicyclist Fatalities, 2011-2013**



Corrected for exposure, walking and bicycling appear to be safer in the urban core areas with numerous pedestrians than in the inner or outer suburbs. However, some suburban areas appear to be far safer for pedestrians than others.

Table 3-2: Pedestrian and Bicyclist Fatalities by Jurisdiction

Jurisdiction	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Avg
District of Columbia	18	20	15	9	18	14	19	17	27	15	16	16	13	8	14	16
Charles County	6	3	2	5	3	1	6	2	6	1	3	3	9	4	3	4
Frederick County	6	4	0	2	4	2	2	4	1	0	1	3	0	4	5	2
Montgomery County	20	17	11	16	12	15	11	15	17	16	12	15	10	8	13	14
Prince George's County	19	16	30	28	30	19	35	19	29	39	23	23	32	24	18	26
Arlington County	2	5	4	2	3	2	3	1	1	1	4	1	5	4	1	3
City of Alexandria	3	2	2	3	2	1	2	1	2	0	0	2	2	2	2	2
Fairfax County	13	20	18	12	7	16	11	20	17	4	11	13	10	7	8	12
City of Fairfax	0	0	0	1	1	0	1	0	1	0	2	0	1	1	0	1
City of Falls Church	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0
Loudoun County	1	1	1	3	3	2	3	1	3	0	1	2	3	3	1	2
City of Manassas	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
City of Manassas Park	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Prince William County	2	3	1	3	4	0	4	7	5	6	6	6	1	7	7	4
Total Washington	91	92	84	85	87	72	97	87	110	82	79	86	86	72	73	86

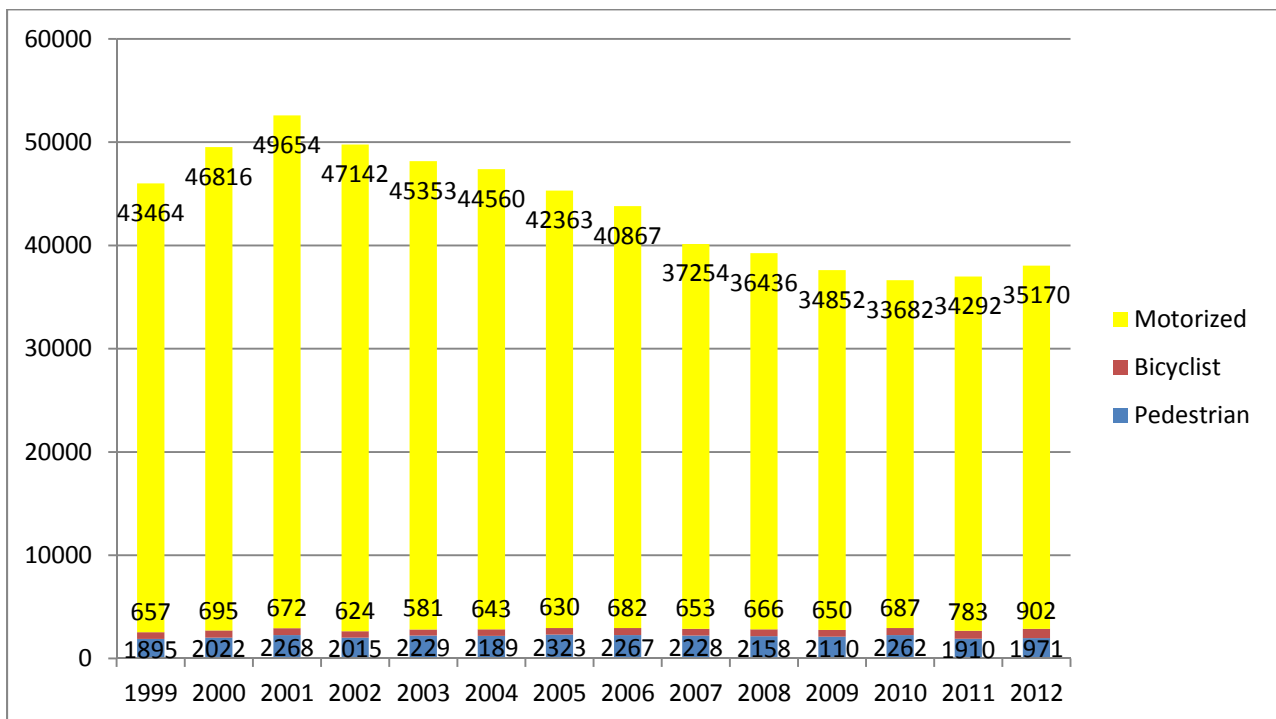
Injuries

Pedestrian injuries exact a steep toll as well. Of the approximately 3000 persons hit by motor vehicles every year in the region, 90% suffer some sort of injury. Approximately 500 injured pedestrians every year require more than 24 hours of hospitalization, which at an average cost of about \$25,000 leads to more than \$12 million in hospitalization charges alone.⁶ This is probably only a fraction of the total financial costs, which would include costs for those hospitalized for less than 24 hours, further medical care, disability, and lost time at work. Many of the people being hit can ill afford such a setback.

Motorized injuries, shown in Chart 3-4, have decreased substantially in the last decade. Unfortunately, pedestrian injuries have declined far more slowly, only 10% from 2001 to 2012, while bicyclist injuries increased, from 695 to 902. The increase in bicycling injuries has been driven largely by the increase in bicycling, and bicycling injuries, in the District of Columbia. Pedestrian and bicyclist trend lines are broken out in Charts 3-5 and 3-7. Bike injuries have been rising sharply since 2010.

While the absolute numbers have remained relatively stable, the proportion of traffic injuries that are pedestrian or bicyclist rose between 2001 and 2012, from 5.5% to 7.6%.

Chart 3-4: Traffic Injuries in the Washington Region, 1999-2012



⁶ Northern Virginia Injury Prevention Prevention Center, INOVA Regional Trauma Center (2005). *Pedestrian Injury in the Washington, D.C. Metropolitan Region*. Page 37.

Chart 3-5: Pedestrian Injuries in the Washington Region, 1999-2012

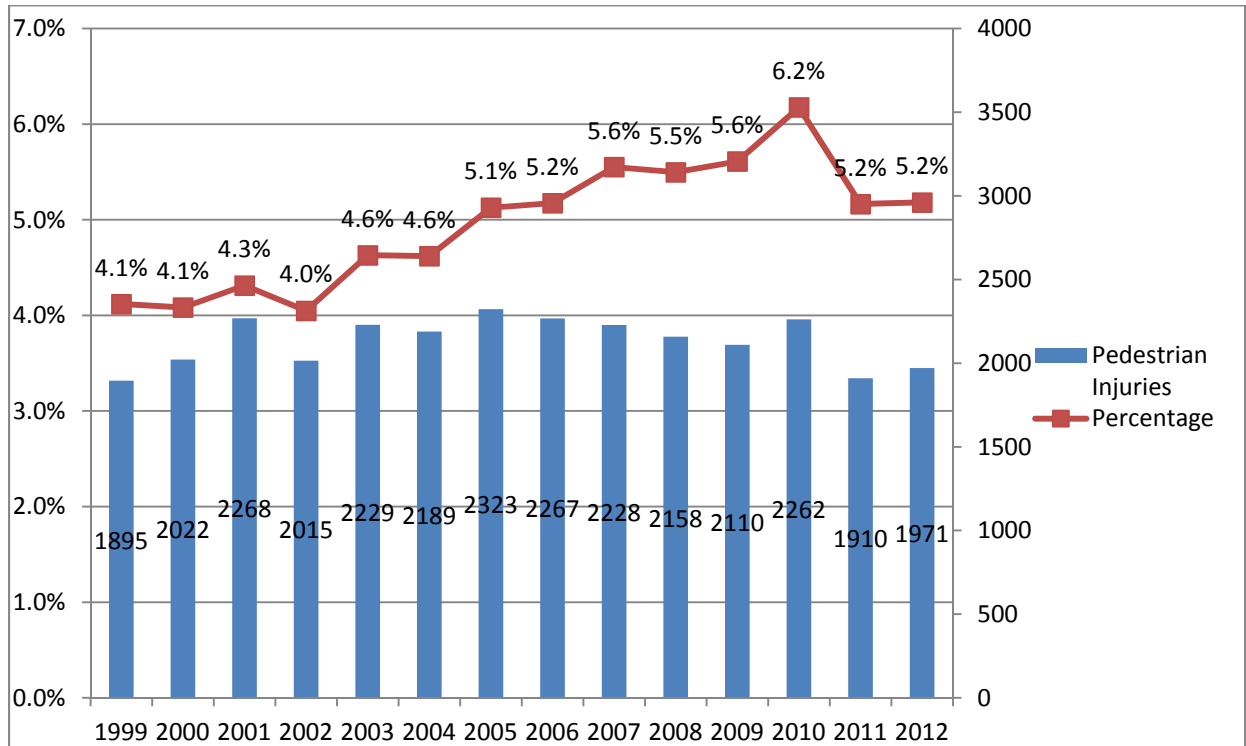
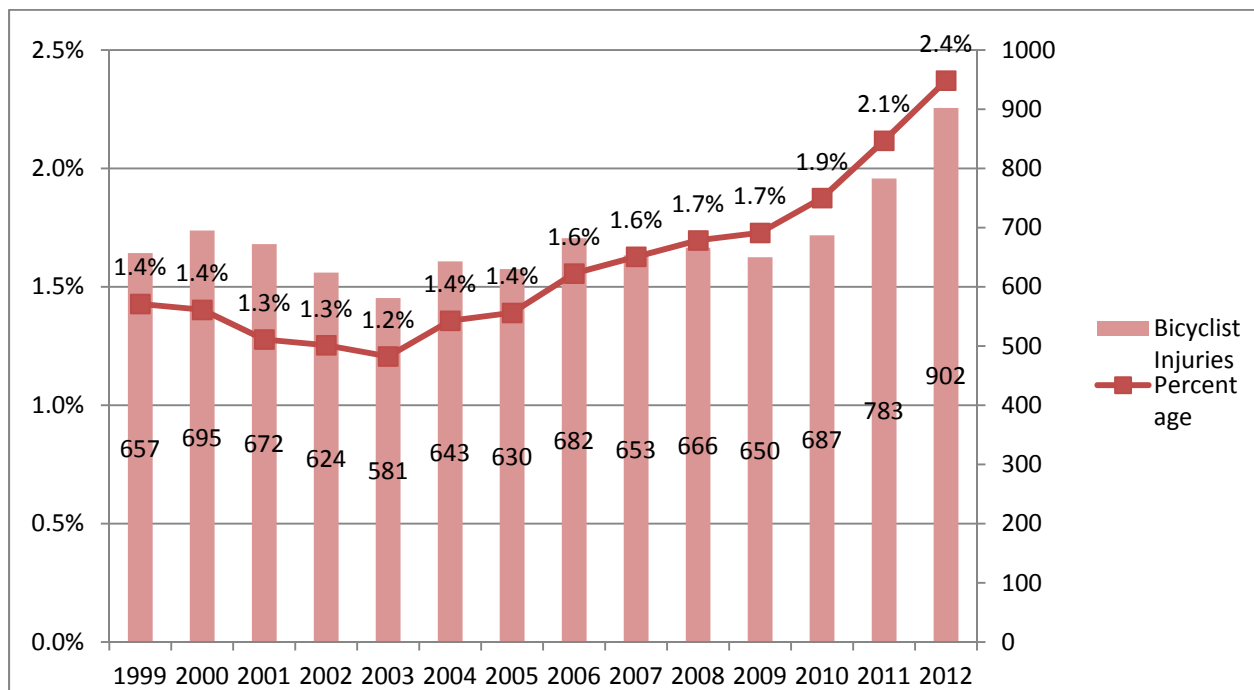


Chart 3-6: Bicyclist Injuries in the Washington Region, 1999-2012

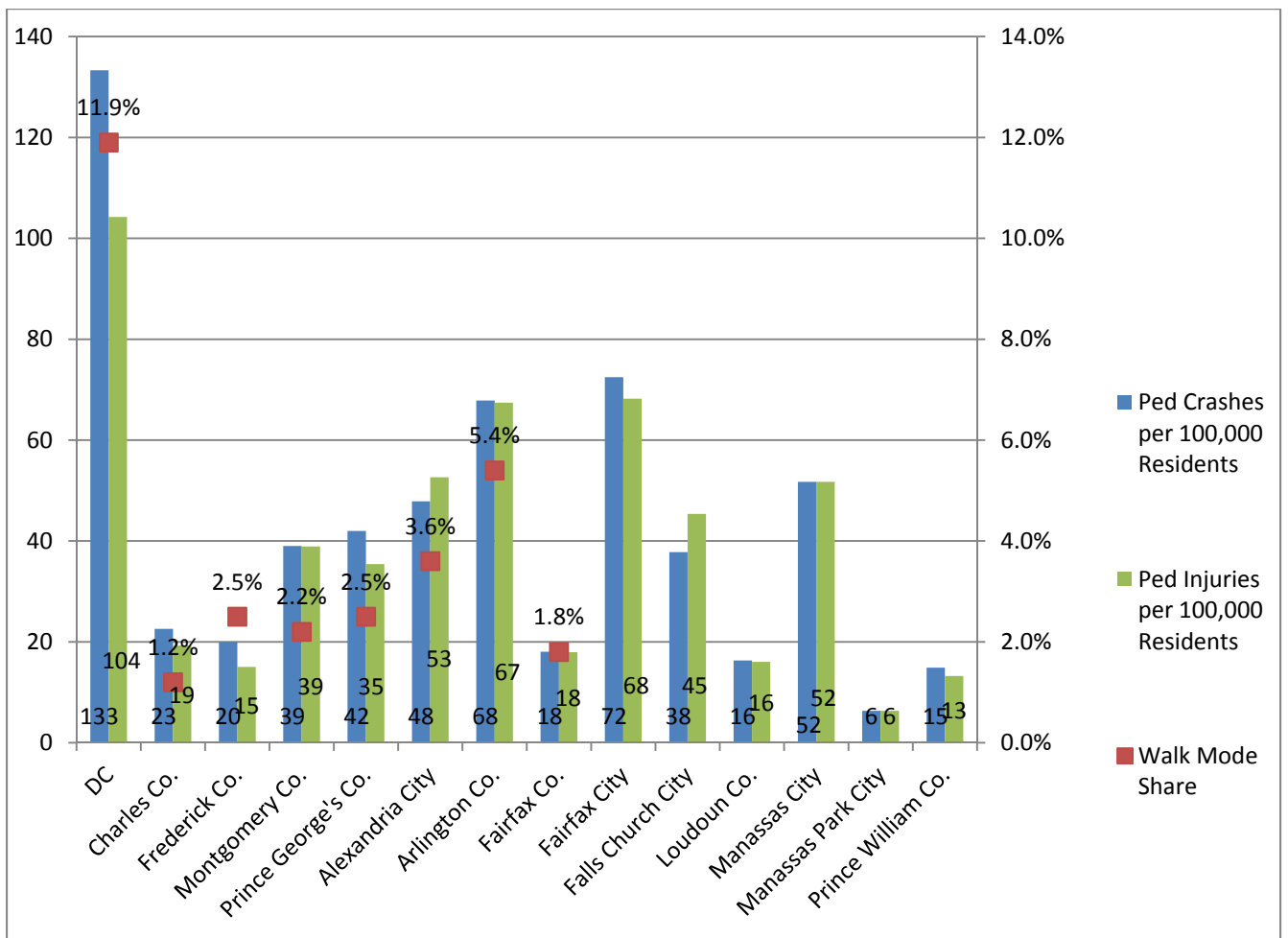


Pedestrian and Bicycle Injuries by Jurisdiction

As seen in Charts 3-7 and 3-8, pedestrian and bicyclist crashes and injuries per 100,000 population generally track mode share as measured by the US census walk to work numbers. The City of Alexandria has few bicyclist injuries but a high bike mode share. And the District of Columbia has a significant number of pedestrian and bicyclist crashes that do not result in injuries.

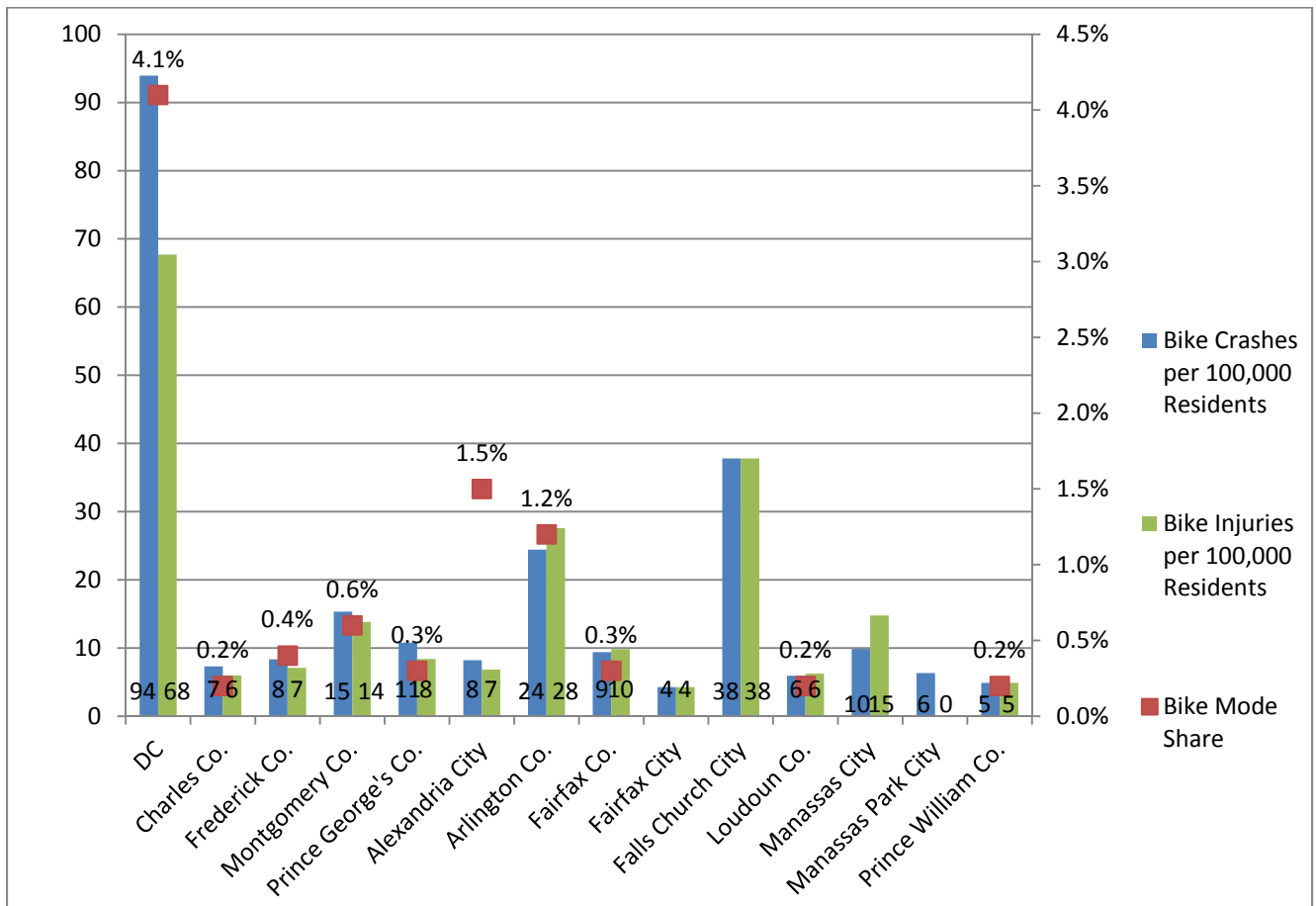
*Bike Injuries
are Rising
Rapidly*

Chart 3-7: 2012 Pedestrian Crashes and Injuries per 100,000 Population in the Washington Region*



*Mode share data not available for smaller jurisdictions

Chart 3-8: 2012 Bicyclist Crashes and Injuries per 100,000 Population in the Washington Region*



*Mode share data not available for smaller jurisdictions

Table 3-3: Pedestrian and Bicyclist Injuries by Jurisdiction

Jurisdiction	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Avg
District of Columbia	718	851	935	779	844	962	998	953	850	776	833	1074	1122	1283	881
Charles County	31	34	60	35	44	53	57	34	50	43	40	49	37	38	44
Frederick County	61	71	62	72	71	55	55	52	59	67	83	68	40	53	65
Montgomery County	482	499	514	477	539	524	532	560	641	632	618	617	401	530	553
Prince George's County	444	469	517	486	505	456	510	479	540	558	493	457	375	386	493
Arlington County	170	185	180	160	154	167	140	178	151	145	137	151	184	210	160
City of Alexandria	107	78	105	90	81	67	104	81	87	75	47	85	68	87	84
Fairfax County	376	379	372	368	388	373	374	402	361	402	341	270	270	311	367
City of Fairfax	21	20	22	22	30	22	16	25	18	13	15	14	20	17	20
City of Falls Church	11	14	13	13	6	9	9	5	4	10	8	4	5	11	9
Loudoun County	42	36	52	47	52	48	49	52	45	48	40	71	93	75	49
City of Manassas	11	13	22	15	19	21	28	20	17	9	21	22	13	27	18
City of Manassas Park	2	7	8	6	2	3	2	5	3	0	2	0	0	1	3
Prince William County	76	61	78	69	75	72	79	103	55	46	82	67	65	78	72
Total	2552	2717	2940	2639	2810	2832	2953	2949	2881	2824	2760	2949	2693	3107	2817

Conclusions

- The decline in overall traffic deaths and injuries over the past ten years has slowed.
- Pedestrian fatalities have fallen slightly, but have increased as a percentage of the total.
- Bicyclist injuries have increased – both in absolute numbers and as a percentage of total. This increase has been driven largely by an increase in bicyclist injuries in the District of Columbia
- Pedestrian and bicyclist death rates vary widely between jurisdictions, and differences which do not correlate well with differences in exposure, as measured by US census walk and bike to work rates.
- Pedestrian and bicyclist injury rates track exposure better than fatalities.

Safety in Numbers

In the Washington region the jurisdictions with the most pedestrians are the safest places to walk. The urban core has good pedestrian facilities and low traffic speeds, and drivers expect to see pedestrians and bicyclists. The pedestrian crash rate tends to fall as the number of pedestrians at a location increases. Doubling the number of pedestrians at an intersection already crowded with pedestrians will usually result in little, if any, increase in pedestrian crashes.⁷ Similar effects have been noted for cyclists, with cities having the highest rates of bicycling also having the lowest crash rate per bicycle trip.⁸ High levels of walking and bicycling are associated, in advanced industrialized nations, with very low auto-involved crash rates.⁹ The Netherlands has half the overall traffic fatality rate of the United States, despite a very high walk and bike mode share.

*Pedestrians
find some
Safety in
Numbers*

Experience of other nations shows that it is possible to reduce pedestrian and bicycle fatalities while increasing walking and bicycling. On the other hand, it is not possible to eliminate pedestrian fatalities by eliminating pedestrian facilities and discouraging walking; even in our least pedestrian-oriented jurisdictions, pedestrian fatalities account for at least 7% of total traffic fatalities. For the foreseeable future there will be people without cars, and there will always be some trips that will be made on foot.

Numbers alone do not guarantee safety, however. The region's most dangerous areas for walking have high-speed roads and poor pedestrian facilities, together with people who

⁷ Raford, Noah. *Space Syntax: An Innovative Pedestrian Volume Modeling Tool for Pedestrian Safety*. Presented at the 2004 TRB Conference, January, 2004. (TRB2004-000977) p. 8.

⁸ Denmark Ministry of Transport (1994) *Safety of Cyclists in Urban Areas: Danish Experiences*.

⁹ Pucher, John. "Making Walking and Bicycling Safer: Lessons from Europe," *Transportation Quarterly*, Summer 2000.

lack automobiles. Lower vehicle speeds in the urban core are a likely cause of the lower fatality rates there.

Differences in the pedestrian injury rates between the suburban jurisdictions are much smaller than differences in fatality rates.

The District of Columbia has seen rising bicycle crash rates as its rate of bicycling has increased, though the crash rate has risen more slowly than bicycling, indicating that riding is getting safer.

Ethnicity and Hospitalization Rates in the Washington Region

There are large differences in the rates of hospitalization for pedestrian injury by ethnicity. The rate of hospitalization per 100,000 population for pedestrian injuries for Hispanics is nearly three times as high as that for Whites, and twice that for African-Americans.¹⁰

Geographically, the highest rates of hospitalization are found in the area east of the Anacostia river in the District of Columbia, most of Prince George's County inside the beltway, the Columbia Pike corridor in Arlington, the area between Fairfax City and Falls Church in Fairfax County, and Dumfries in Prince William County.¹¹

*Hispanics are
three times as
likely as Whites
to be
hospitalized for
a Pedestrian
Injury*

Factors contributing to Pedestrian and Bicycle Crashes

Data from the Washington region indicate that drivers are about as likely as pedestrians to be at fault in a crash. Drivers were cited for a violation in about half the crashes.¹² Males aged 25 to 34 are most likely to hit pedestrians, while pedestrians who are hit are most likely to be males aged 25 to 44. Pedestrian crashes are most likely to occur at the evening rush hour, 5-7 p.m., with 6-9 a.m. the second most likely.¹³ Alcohol is a serious problem for both pedestrians and motorists, affecting approximately one third of crashes.

¹⁰ Northern Virginia Injury Prevention Prevention Center, INOVA Regional Trauma Center (2005). *Pedestrian Injury in the Washington, D.C. Metropolitan Region*. Page 35.

¹¹ Ibid, pp. 40-42.

¹² INOVA study, page 23.

¹³ Ibid, page 12.

Legal Status of Bicyclists

State traffic codes allow bicyclists to travel on most roadways with the general rights and responsibilities of drivers of vehicles. Bicyclists must ride in the same direction as traffic, use lights after dark, and yield to pedestrians. Like operators of other slow-moving vehicles, cyclists--when traveling at less than the normal speed of other traffic--should generally ride as far to the right as safely practicable, except when preparing to turn left, passing, avoiding obstructions, mandatory turn lanes or unsafe pavement conditions, or when the travel lane is not wide enough to safely split with a motor vehicle. Cyclists may use the full travel lane if the lane is too narrow to allow them to ride to the right of motor vehicles safely. Cyclists may usually ride on roadway shoulders, paths and sidewalks, except where prohibited. Cyclists have the rights and duties of pedestrians when traveling on paths, sidewalks, and crosswalks, however, they must yield to pedestrians in those locations. Rules relating to bicycles are summarized on page E-4 of the Metropolitan Washington Council of Governments' *Bike to Work Guide*, on the [Washington Area Bicyclist Association](#) web site, and in Table 3-1 below.¹⁴ Laws for motorist, pedestrians and bicyclists are also listed on <http://bestreetsmart.net>.

Table 3-4: Selected Bicycle Rules in the Washington Area¹⁵

	District of Columbia	Maryland	Virginia
General	Bicyclists traveling on roadways have all the general rights and duties of drivers of vehicles.		
Where to Ride & Lane Use	Ride with the flow of traffic on the right half of the roadway.	Ride with the flow of traffic as far right as practicable and safe.	Ride as close as safely practicable to the right curb or edge of the roadway.
	Operate a bicycle in a safe and non-hazardous manner... so as not to endanger himself or herself or any other person.	Riding to the right not required when traveling at the speed of traffic, operating on a one-way street, passing, preparing for a left turn, avoiding hazards, avoiding a mandatory turn lane or traveling in a lane too narrow to share.	Full lane use allowed when traveling at the normal speed of traffic, passing, preparing for a turn, avoiding hazards, traveling in a lane too narrow to share and avoiding a mandatory turn lane.
Passing Cars	Allowed to pass on left or	Exercise due care when	Same as DC.

¹⁴ See www.commuterconnections.org

¹⁵ See <http://www.waba.org/resources/laws.php>

	right, in the same lane or changing lanes, or pass off road.	passing.	
Cars passing bikes	A person driving a motor vehicle shall exercise due care by leaving a safe distance, but in no case less than 3 feet, when overtaking and passing a bicycle.	The driver of a vehicle overtaking another vehicle, including a bicycle, which is going in the same direction, shall pass to the left of the overtaken vehicle at a safe distance..Drive must not pass any closer than three feet from the bicycle.	Motorists must "pass at a reasonable speed at least two feet to the left of the overtaken bicycle".
Dooring	No person shall open any door of a vehicle unless it is safe to do so and can be done without interfering with moving traffic.	Same as DC.	Not mentioned.
Bicycling Two Abreast	Allowed when it does not impede traffic. May not ride more than two abreast.		
Mandatory Use of Bike Lanes	Not required.	Use of bike lanes required where available except when passing, preparing for a turn or avoiding hazards.	Not required.
Cycling on Sidewalks	Yield right of way to pedestrians.		
	Prohibited in the central business district (bounded by Massachusetts Ave. NW, 2nd St NE-SE, D St SE/SW, 14th St NW, Constitution Ave and 23rd St NW). Allowed where posted in this area, and prohibited where posted outside this area. View Map>>	Allowed by local ordinance in unincorporated MoCo, Rockville, Takoma Park, designated sections in PG Co, other towns; prohibited in Gaithersburg, Kensington, Poolesville, Laytonsville, Washington Grove, most of PG Co. When riding on a sidewalk, where such riding is permitted, or a bike path, a bicyclist may ride in a	Allowed except where prohibited by local ordinance, such as Alexandria. Must give audible signal before passing pedestrian.

		crosswalk to continue on their route. Motorists are required to yield right of way to a bicyclist operating lawfully in a crosswalk at a signalized intersection.	
Audible Warning Devices	Bell or other device required, sirens prohibited.	Bells allowed, sirens and whistles prohibited.	Must give audible signal before passing pedestrians.
Helmets	Required for any operator or passenger under 16 years of age.	Same as DC.	Required by local ordinance for any operator or passenger 14 years of age or younger in Alexandria, Arlington Co., Fairfax Co. Falls Church, Vienna and other jurisdictions.
Lights at Night	Front white light and rear red reflector (or rear red light) required when dark, may be attached to operator.	Front white light and rear red reflector (or rear red light) required when dark.	Front white light and rear red reflector required when dark; extra rear red light allowed- required on roads 35 mph and up, may be attached to operator
Motorist - Dooring	No person shall open a door of a vehicle on the side where traffic is approaching unless it can be done without interfering with moving traffic or pedestrians and with safety to himself or herself and passengers.	A person may not open the door of any motor vehicle with intent to strike, injure, or interfere with any person riding a bicycle, an EPAMD, or a motor scooter. Don't open door into traffic.	

Legal Status of Pedestrians

Pedestrians are not vehicle operators and are not subject to the same rules. Persons on rollerblades, skateboards, etc. operating on the street are considered pedestrians, but bicyclists are not. Motorists must yield to pedestrians when making turns across adjacent crosswalks. “Jaywalking” is legal in most locations, but pedestrians must yield to motorists if they are crossing at a location other than a crosswalk. Pedestrians may not cross at mid-block if they are between two signal-controlled intersections; they must use the crosswalk. The rules in each state regarding pedestrians are summarized below.

Table 3-2: Pedestrian Traffic Law—Motor Vehicles Drivers

	DISTRICT OF COLUMBIA	MARYLAND	VIRGINIA ¹⁶
Crosswalk Definition	Same as Maryland	Any intersection of two roadways is a legal crosswalk, whether marked or not. Pedestrians have the same rights in marked crosswalks as in unmarked crosswalks	Same as Maryland
Blocking a Crosswalk	Pedestrians have the right of way in the sidewalk. Parking on the sidewalk prohibited.	A motorist may not park or stop in a crosswalk	Same as Maryland
Sidewalk	Pedestrians have the right of way in the sidewalk	Pedestrians have the right of way in the sidewalk	Pedestrians have the right of way in the sidewalk.
Right Turn on Red	Allowed, after coming to a complete stop and yielding right-of-way to pedestrians and other vehicles	When turning right on red after stopping, drivers shall yield the right of way to pedestrians lawfully within the crosswalk	Same as Maryland
Turn on Green	A pedestrian who has begun crossing on the walk signal shall be given the right-of-way by the driver of any vehicle to continue to the opposite sidewalk or safety island, whichever is nearest.	Vehicles turning either right or left on a green light must yield to pedestrians in the adjacent crosswalk	Same as Maryland

¹⁶ <http://www.virginiadot.org/programs/bk-default.asp>, www.bikewalkvirginia.org

Red Light	A driver of any vehicle shall STOP and give right-of-way to a pedestrian who has begun crossing on the “Walk” signal to continue to the opposite sidewalk or safety island, whichever is nearest.	Motorist should stop before the crosswalk, or if no crosswalk is striped, before the intersection	Same as Maryland
Stop-Controlled or Uncontrolled Intersection	The driver of a vehicle shall STOP and give right-of-way to a pedestrian crossing the roadway within any marked crosswalk or unmarked crosswalk at an intersection.	Motorist must stop for any pedestrian in the same half of the roadway as the motorist, or who is approaching from the adjacent lane in the other half of the roadway. No motorist may pass another vehicle which has stopped for a pedestrian	The drivers of vehicles entering, crossing, or turning at intersections shall change their course, slow down, or <i>stop if necessary</i> to permit pedestrians to cross such intersections safely. Pedestrians have the right of way unless the speed limit is more than 35 mph, in which case the motorist has the right of way.
Overtaking at a crosswalk	Whenever any vehicle is stopped at a marked crosswalk or at an unmarked crosswalk at any intersection to permit a pedestrian to cross the roadway, the driver of any vehicle approaching from the rear shall not overtake and pass the stopped vehicle.		

**Table 3-3:
Pedestrian Traffic Law—Pedestrians**

	DISTRICT OF COLUMBIA	MARYLAND	VIRGINIA
Green light	A pedestrian facing a green light (other than a turn arrow) may cross the roadway, within a marked or an unmarked crosswalk	A pedestrian facing a green light (other than a turn arrow) may cross the roadway, within a marked or an unmarked crosswalk	Same as Maryland
Red light	Pedestrians shall not enter the roadway on a steady red light.	Pedestrians shall not enter the roadway on a steady red light	Same as Maryland
Pedestrian Control Signal	Pedestrians shall not enter the roadway when there is a flashing “Don’t Walk” or “Wait” indicator	Pedestrians shall not enter the roadway when there is a flashing “Don’t Walk” or “Wait” indicator	Same as Maryland
Stop-controlled or uncontrolled	Essentially the same as Maryland, but with a specific	Pedestrians may cross the roadway within a marked or	Same as Maryland, except the pedestrian must yield to motor

<p>intersection</p>	<p>prohibition on walking suddenly into the path of a vehicle:</p> <p>(a) No pedestrian shall suddenly leave a curb, safety platform, safety zone, loading platform or other designated place of safety and walk or turn into the path of a vehicle which is so close that it is impossible for the driver to yield.</p>	<p>unmarked crosswalk</p>	<p>vehicle traffic if the speed limit is 35 mph or more. Pedestrians may not disregard approaching traffic when entering or crossing an intersection.</p>
<p>Crossing at Other Than Crosswalks</p>	<p>Between adjacent intersections controlled by traffic control signal devices or by police officers, pedestrians shall not cross the roadway at any place except in a crosswalk.</p> <p>Each person crossing the roadway at any point other than within a marked crosswalk, or within an unmarked crosswalk at an intersection, shall yield the right-of-way to all vehicles upon the roadway.</p>	<p>(a) If a pedestrian crosses a roadway at any point other than in a marked crosswalk or in an unmarked crosswalk at an intersection, the pedestrian shall yield the right-of-way to any vehicle.</p> <p>(b) If a pedestrian crosses a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing is provided, the pedestrian shall yield right of way to any vehicle.</p> <p>(c) Between adjacent intersections at which a traffic control signal is in operation, a pedestrian may cross a roadway only in a marked crosswalk.</p> <p>(d) A pedestrian may not cross a roadway intersection diagonally.</p>	<p>“Where intersections contain no marked crosswalks, pedestrians shall not be guilty of negligence as a matter of law for crossing at any such intersection or between intersections when crossing by the most direct route.”</p> <p>Pedestrians may not enter the roadway at any point where drivers view of them is blocked by a parked vehicle or other obstruction.</p>
<p>Pedestrians on Roadways</p>	<p>Where sidewalks are provided, it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.</p>	<p>(a) A pedestrian may not walk on a roadway where sidewalks are provided.</p> <p>(b) Where no sidewalk is provided, a pedestrian may walk only on the left side of the roadway, facing traffic.</p>	<p>Same as Maryland.</p>

Pedestrian and Bicyclist Education and Enforcement: The “Street Smart” Campaign

Figure 3-2: Street Smart Annual Report



Pedestrian and bicycle safety efforts generally fall into three broad categories of actions, the three E’s: Engineering, Education, and Enforcement. Engineering deals with the design of safer roads, streets, and pedestrian and bicycle facilities. Education includes both classroom-based training and behavioral modification campaigns. Enforcement

consists of enforcement of the traffic laws with respect to pedestrians and bicyclists. The regional pedestrian and bicycle safety campaign, Street Smart, deals primarily with education through mass media.

Street Smart was created in 2002 by the region’s governments in response to an ongoing regional pedestrian and bicycle safety problem. Since the region is a single media market, a unified regional campaign is the most cost-effective approach. The program is supported by federal funds made available through state governments, from WMATA, and is administered by the National Capital Region Transportation Planning Board.

campaign is to change driver and pedestrian behavior in order to reduce deaths and injuries. Motorists are urged to “Slow Down and Watch for Pedestrian”, bicyclists to “Obey Signs and Signals”, pedestrians to “Use Crosswalks. Wait for the Walk Signal” and transit riders to “Don’t Run for the Bus”. All materials, including radio spots, are translated into Spanish. Since 2007 campaigns have been held twice per year, in the fall and in the spring. Campaign materials can be found on the web site, <http://bestreetsmart.net>.

Efforts to enforce pedestrian laws are also stepped up in conjunction with the “Street Smart” pedestrian and bicycle safety campaign. Law enforcement has helped reinforce

the campaign message, just as it has been used effectively as part of anti-drunk driving and seatbelt advertising campaigns. Public awareness of these heightened enforcement activities has been a key aspect of this campaign. Research shows that fear of fines and legal consequences is more effective at changing behavior than fear of death or injury. Also the TV and press media often covers enforcement stings, increasing the public's perception that they are likely to be ticketed for breaking the law.

The Street Smart campaign sponsors annual seminars on best practices in pedestrian enforcement for law enforcement officers. Participating agencies report the number of warnings and citations issued.

Figure 1-3: Fall 2013 Press Event

Evaluation

Pre and post-campaign surveys show that the public is hearing and remembering the Street Smart messages. 50% of pedestrians and 27% of drivers were aware of at least once of the campaign messages. High pedestrian awareness is likely due to the large amount of free PSA placement on transit properties which the campaign received. Overall PSA value was nearly twice the paid media budget.

Outlook

Pedestrian and bicycle safety has drawn increasing attention in the Washington region and at all levels of government. To build walkable communities, walking and bicycling need to be made safer. Improved occupant protection and vehicle design have saved the lives of many motorists, but we have not made comparable progress for people outside motor vehicles. As the population of car-less immigrants and poor people grows in suburban areas that were designed for driving, pedestrian and bicyclist safety will remain a challenge.

Bicycling mode share has increased sharply in the last four years, most notably in the District of Columbia, and that increase has been associated with increased numbers of injuries.

The Street Smart campaign is yielding positive results, but it is meant to complement, not replace, local three "E" safety efforts. States, cities, and counties need to continue engineering and building safer streets, enforcing the pedestrian safety laws, and educating motorists and pedestrians. We know that the streets can be made safe for pedestrians and



bicyclists, because some of our jurisdictions have already done it. Agencies that make pedestrian safety a priority are getting results.

Chapter 4
Existing Facilities for Bicyclists and Pedestrians

Draft October 7, 2014

Overview

The Washington region has excellent long-distance separated facilities for bicyclists and pedestrians, and an urban core and certain regional activity centers that have good pedestrian and bicycle facilities. The Washington region is at the forefront of innovation in bicycle facility design. On the other hand, many activity centers, not originally



designed with pedestrians in mind, have grown dense enough to generate significant pedestrian traffic, and face challenges in terms of providing safe facilities and crossing locations for pedestrians and bicyclists. Other parts of the region have developed at low densities, with separated land uses and indirect routes, which increase pedestrian and bicycle travel time. Pedestrian and bicycle accommodations are not always provided.¹

Figure 1: Informal foot path

*Informal Foot-
Paths Show where
People Walk*

Bicycle connections with transit are generally good, with bicycle parking, bus bicycle racks, and bikes permitted on Metrorail at most hours. Walking is the primary mode of access to transit. Conditions for pedestrian access are excellent at many rail stations, though at some rail stations, originally designed primarily with auto and transit access in mind, pedestrian access could be improved. Bus stops in places originally designed primarily for automobiles often have access and safety problems.

Pedestrians are found throughout the region, and pedestrian traffic is increasingly found in places that were not built for it. This section highlights some of the region’s successes in providing for bicycling and walking. These successes can serve as examples of what the region needs to serve its pedestrians and bicyclists.

¹ Photo of Informal Path, Southern Avenue, Prince George’s County, MD: COG/TPB, Michael Farrell

Draft October 7, 2014

Shared-Use Paths²



Figure 2: Mount Vernon Trail

The Washington region is renowned for the quality and extent of its major shared-use paths. Shared-use paths are typically located in their own right-of-way, such as a canal, railway, or stream valley, or in the right-of-way of a limited-access highway or parkway, such as the George Washington Memorial Parkway. Shared-use paths are eight to twelve feet in width. The region has approximately 200 miles of major shared-use paths, either paved or level packed gravel

surface suitable for road bikes. Well-known trails include the W&OD and Mount Vernon Trails in Virginia, and the C&O Canal, Capital Crescent, and Rock Creek Trails connecting the District of Columbia and Maryland. Many of the region's shared-use paths go through heavily populated areas, connect major employment centers, and get significant commuter traffic. More information on trails in the Washington region can be found at <http://www.commuterconnections.org/commuting-resources/bicycling-resources>.

The region continues to build new trails along stream valleys and in conjunction with major highway projects, but the remaining inventory of disused rail lines, which often provide the best opportunities for shared-use paths, is fairly small.



Figure 3: Side Path on Fairfax County Parkway

Side-Paths³

Side-paths differ from shared-use paths in that they do not have their own right of way, but are closely adjacent to a non-limited access roadway and thus subject to more

² Photo of Mt. Vernon Trail, Arlington, VA: COG/TPB, Michael Farrell

³ Photo of Sidepath on the Fairfax County Parkway: Photographer Unknown

Draft October 7, 2014

frequent conflict with driveways, side streets, and turning traffic. Side-paths differ from sidewalks in that they must be at least eight feet wide and are designed to meet the needs of bicyclists.

The Washington region has approximately 300 miles of side-paths, and there are plans to expand that mileage considerably.

Side-paths meet the need for a separated pedestrian facility and provide separation from traffic that is valued by child and slow-moving cyclists, especially in places where the road has speeds of 40 mph or more and high traffic volumes. However, the AASHTO (American Association of State Highway and Transportation Officials) [Guide for the Development of Bicycle Facilities](#) offers a number of cautions regarding the use of side-paths or wide sidewalks for bicycles. Frequent driveways, especially with poor sightlines, are hazardous to bicyclists on side-paths. Side-paths remove bicyclists from the motorists' line of sight and allow travel against the flow of traffic, so they may increase the potential for conflicts with motor vehicles at intersections. Since the facility is shared with pedestrians, there is also a potential for cyclist-pedestrian crashes. Side-paths are most suitable where driveways and intersections are few and sight-lines are good. Intersection crossings should be designed carefully, with a protected signal phase providing the best level of protection.

Bicycle Lanes

Bicycle lanes are marked lanes in the public right-of-way that are by law exclusively or preferentially for use by bicyclists. Bike lanes are one-way, with a bicycle symbol or arrow indicating the correct direction of travel. The minimum width is 4 feet for roadways with no curb or gutter; next to a curb or parked cars 5 feet. Six feet is preferred where there is a curb or on-street parking. Bike lanes are provided on both sides of the street, except for one-way streets, and allow travel only in the same direction as adjacent motor vehicle traffic. On-street bicycle lanes are generally much less expensive than separated paths. Bike lanes

Figure 4: Green Bike Lane



Draft October 7, 2014

decrease wrong-way riding, define the road space that cyclists are expected to use, increase cyclists' comfort level, and call attention to the presence of cyclists on the roadway. Bicycle lanes are not generally considered safe or

Figure 5: Bike Lane



adequate for pedestrians, though in rural areas without sidewalks the roadway shoulder serves as both a bicycle lane and as a pedestrian facility.⁴

Bike lanes may be colored green for conspicuity.

The number of bicycle lanes is growing rapidly. The District of Columbia currently has 60 miles of bicycle lanes, up from 19 miles in 2006, and three in 1995, Arlington County has 24 miles, up from three in 1995, and Montgomery County has 17 miles.⁵ The regional

mileage of bicycle lanes can be expected to expand significantly in the future as the District of Columbia, Arlington County, and Montgomery County all have ambitious plans to build more. Google maps shows bicycle paths, lanes, and on-road routes.

Buffered Bicycle Lanes

A buffered bicycle lane is a bicycle lane with a spatial buffer to increase the distance between the bicycle travel lane and the automobile travel lane or the parking zone. The buffer zone is usually marked with striped paint. Buffered bike lanes are sometimes used where there is higher than normal speeds, traffic volumes or truck volumes, or high-turnover parking. It allows additional space to be provided for bicyclists without creating something that looks like a travel lane to motorists. The example above is from Arlington.



Figure 4: Buffered Bike Lane

⁴ Bike lane photo: www.pedbikeimages.org / Dan Burden

⁵ *Countywide Bikeways Functional Master Plan*, March 2005. Maryland-National Capital Park and Planning Commission. Page 12.

Draft October 7, 2014

Protected Bike Lanes (Cycle Track)

A protected bike lane or cycle track is a bicycle-only facility that provides physical separation within the right of way from vehicle travel lanes. Protected lanes can be either one-way or two-way, on one or both sides of a street, and are separated from vehicles by wands, bollards, curbs/medians, parked cars, or a combination of these elements. Protected bike lanes can either incorporate bicycle-only signal phases at intersections (for 100% separation) or utilize “mixing zones” to merge bicycle and motor vehicle traffic.⁶ The District of Columbia Department of Transportation has been an innovator in the development of protected bike lanes in the United States.

Figure 5: 15th Street NW Protected Lane



Protected bike lanes can pose a design due to the potential conflicts with turning vehicles, and lack of visibility of cyclists to turning vehicles when separated by parked cars.

They have been used in numerous cities in Europe with mixed results.⁷ Installation of protected bike lanes was found to result in an increase in collisions at intersections in Copenhagen, which more than offset a decrease in motorist-overtaking collisions and collisions with parked cars, for a net increase in the number of collisions of 9%. However, the same study showed that installing protected bike lanes increased bicycle (and moped) ridership 18 to 20 percent.⁸ Installing bike lanes resulted in a 5 to 7% increase in ridership, and a 5% increase in crashes. For both protected bike

Figure 6: 1st Street NE Protected Lane



*The 15th Street
Cycle Track has
increased
Ridership by
more than 200%*

⁶ National Association of City Transportation Officials. <http://www.nacto.org/cycletracks.html>

⁷ Jensen, Søren Underlien, Claus Rosenkilde and Niels Jensen. Road safety and perceived risk of cycle facilities in Copenhagen. Available at http://www.ecf.com/files/2/12/16/070503_Cycle_Tracks_Copenhagen.pdf

⁸ *Cycle Tracks: Lessons Learned*. February 2009. Alta Planning and Design. Page 1.

Draft October 7, 2014

lanes and bike lanes the number of riders can be expected to increase more than the number of crashes.

Riders perceive protected bike lanes as safer,

Figure 7: Protected Lane at Union Station

and it should be noted that motorist-overtaking collisions, while relatively rare, account for a disproportionate number of serious and fatal injuries.

Following New York City, and Cambridge, MA, the District of Columbia is actively installing protected bike lane, towards an eventual planned network of 72 miles.

The first segment of protected bike lane in the District of Columbia was installed in 2009 on 15th Street NW. In terms of ridership, the 15th Street Protected bike lane, which has been in operation the longest, has been a success. After the two-way protected bike lane was installed, there was a [205 percent increase](#) in bicycle volumes during the p.m. peak hour.⁹

More recent projects include one-way couplet of protected bike lanes on L Street and M Street NW (not yet complete) in downtown, and the 1st Street NE protected bike lane, which connects the Metropolitan Branch Trail to Union Station.

To help prevent turning conflicts, protected bike lanes may be equipped with separate [signals](#) for bicycles.



*Protected Bike
Lanes Attract
Users of All Ages
and Abilities*

⁹ *Bicycle Facility Evaluation, Final Report.* April, 2012, p. 12.

Draft October 7, 2014

Dual Facilities

In recognition of the fact that fast-moving cyclists may be better off with an on-road facility, Montgomery County is planning many of its bicycle routes as dual facilities, with both an on-road bike lane and a side-path for pedestrians and slow bicyclists. VDOT’s *Northern Virginia Bikeway and Regional Trail Study* recommends that both on- and off-road accommodation be provided.¹⁰ Under the new routine accommodation policy, VDOT is to provide adequate facilities for pedestrians and bicyclists even if not called for in the local plan.

Where bicycle and pedestrian volume warrant it, and right of way permits, multi-use paths may be split into parallel pedestrian and bicycle paths. This separation allows cyclists and rollerbladers to maintain speed without risk to pedestrians. The Washington & Old Dominion Trail in Northern Virginia includes several sections with gravel pedestrian paths that parallel the paved shared-use path.



Figure 8: DC Bike Route Sign

Signed Bicycle Routes

The region has hundreds of miles of signed bicycle routes. Signed routes have the advantage of being inexpensive and informative for cyclists. A signed route has not necessarily had any bicycle-related improvements apart from signing. However, bicycle-friendly features such as paved shoulders, a wide curb lane, or low traffic volumes or speeds *may* be present. Bicycle route signs often include information on distances to destinations.

Long-Distance Bicycle Routes

Several notable long-distance routes promoted by national-level organizations pass through the Washington region. These include the East Coast Greenway, Bicycle Route 1, and the American Discovery Trail. The East Coast Greenway Alliance is promoting what will



Figure 9: East Coast Greenway in DC

¹⁰ *Northern Virginia Regional Bikeway and Trail Network Study*. November, 2003. Virginia Department of Transportation, Northern District Office. Page 19.

Draft October 7, 2014

eventually be a mostly off-road path connecting all the major cities of the East Coast. Currently 20% open for public use, it will span 2,600 miles from Calais, Maine to Key West, Florida. With the exception of the National Capital Mall, the proposed route through the Washington region is not yet signed. Bicycle Route 1 is part of a national network of low-traffic road routes promoted by the Adventure Cycling Association. The American Discovery Trail is a coast-to-coast, recreational, non-motorized trail, which follows the C&O Canal Towpath and the Anacostia River Tributary Trails. All organizations promoting long-distance routes rely on local agencies and organizations to realize their vision.

Exclusive Bus/Bicycle Lanes

Exclusive bus lanes are sometimes used on streets with heavy bus traffic. Bicycles are sometimes permitted to use those lanes. Bus/Bike Lanes can be found in the District of Columbia. Conflicts can occur due to differences in speed between buses and bicyclists.

Bridges



Figure 7: Woodrow Wilson Bridge Trail

and pedestrians may use the ferry at White's Ferry, which connects Montgomery County and Loudoun County. Cyclists may use the US 15 bridge at Point of Rocks and the MD 17 bridge at Brunswick to get across Frederick County and Loudoun County, though they have no separated facilities.

The Woodrow Wilson Bridge trail, completed in 2009, allows cyclists to cross the Potomac River on the capital beltway at Alexandria. This multi-use path allows riders on the Mt. Vernon Trail to access the National Harborplace development in Prince George's County without going on street. Connections are also provided to an on-street network of bicycle routes in Prince George's County.

The 14th Street Bridge, the Memorial Bridge, the Theodore Roosevelt Bridge, the Key Bridge, and the Chain Bridge all have bicycle and pedestrian facilities. In the north, cyclists

With the completion of the local traffic 11th Street Bridge in 2013, bicyclists and pedestrian now have a first rate multi-use path connection from Anacostia to the Navy Yard area of Southeast DC.

Draft October 7, 2014

The District of Columbia is in the process of upgrading the remaining Anacostia River separated bicycle and pedestrian crossings as these aging bridges are replaced and rebuilt.

Figure 10: 11th Street Bridge



On-Line Bicycle and Pedestrian Routing

The last few years have seen a flowering of on-line resources that enable cyclists and pedestrians to locate facilities and plan their routes. Google Maps offers the most familiar interface, but other options include bbbike.org, and RidetheCity, which allow cyclists to point and click their proposed origins and destinations, and choose various routing alternatives.

Google Maps also provides walking and bicycling directions. The bicycling directions show paths, bike lanes, and on-street bike routes, but offer no options for selecting more direct or safer routes.

Accessed via smart phone, these and other on-line applications can replace paper maps for most purposes.

Bicycles and Public Transit

The region has made progress integrating bicycling and public transit, with secure bike parking available at most rail stations, bicycles permitted on Metrorail at most times, and most of the buses in the region now equipped with bicycle racks. Specific agency policies and facilities are described below.

Metrorail Guidelines

- Bicycles are permitted on Metrorail (limited to two bicycles per car) weekdays except 7-10 a.m. and 4-7 p.m. Bicycles are permitted all day Saturday and Sunday as well as most holidays (limited to four bicycles per car). Bicycles are not permitted on Metrorail on July 4th or other special events or holidays when large crowds use the system.
- Folding bikes are permitted on Metrorail during rush hours if folded. No case is required.

Draft October 7, 2014

- No tricycles, training wheels, tandem bicycles or recumbent bicycles are allowed on Metrorail.
- For other Bike on Rail guidelines see:
http://www.wmata.com/getting_around/bike Ride/bikes_rail.cfm

Metrorail Facilities

- **Bike & Ride** is a secure, enclosed bicycle parking facility with card access and space for over 100 bikes, on the first floor of the Metro garage at College Park-U of MD station. Bike & Ride is more flexible, secure, and space efficient than racks or individual lockers.
- For the most up to date information on bicycle parking at Metrorail, go to the [WMATA web site](http://www.wmata.com) and click on the stations tab. You can see which stations have bike racks and lockers. Or go to http://www.wmata.com/getting_around/bike Ride/ for a list of stations with bike racks and lockers, and information on how to rent a bike locker.
- Systemwide, WMATA maintains about 1,280 single bike lockers and about 1,700 bike racks. Racks are first come, first served. At many downtown stations, local jurisdictions provide additional bike parking near stations. WMATA continues to add and upgrade racks.



Figure 11: Bike & Ride Entrance (WMATA photo)

Figure 12: New Bike Racks (WMATA photo)



Draft October 7, 2014

Metrobus

- All Metrobuses have racks on the front that carry **up to** two bicycles. No permit is required. Instructions for how to use bus bike racks is available at http://www.wmata.com/getting_around/bike Ride/bikes_bus.cfm
- Metro has adopted guidelines for the design and placement of bus stops to improve their safety, comfort, accessibility, and efficiency.

Park and Ride

Of the 175 park and ride lots in the Washington DC-MD-VA Metropolitan Statistical Area, about 50 have bike lockers or racks. [Commuter Connections](#) lists information on Park and Ride lots.

Commuter Rail

Collapsible bicycles are permitted on all [VRE trains](#). Full size bicycles will only be allowed on the last three northbound, the mid-day, and the last three southbound trains on each line.

Collapsible bicycles are permitted on [MARC](#), but not full-size bicycles. No bag or case is required.

Pedestrian Access to Transit

82% of Metrobus passengers walk to transit, and 62% of all Metrorail trips start with the passenger walking to the rail station. However, the a.m. peak walk mode of access, which is the best measure of how people originally get into the system, is 37%.

The quality of pedestrian access to Metrorail and Metrobus is uneven. Many suburban rail stations were built with an emphasis on automobile and bus access. Bus stops are often placed in areas with no sidewalks or available crosswalks. Inventorying conditions and making recommendations for specific locations is beyond the scope of this plan, but there have been a number of efforts to do so, such as MTA's Access 2000 Study, COG/TPB's Walkable Communities Workshops, and efforts in Fairfax County and Montgomery County to improve bus stop safety.

Draft October 7, 2014

[WMATA](#) has developed a set of *Guidelines for Station Site and Access Planning*, and WMATA has plans to upgrade pedestrian access at Metrorail stations

and carry out station-area development. WMATA also finished an inventory of conditions at all its bus stops in 2008. The inventory included information on the presence of bus shelters, sidewalks, and location at a controlled intersection.¹¹ Suburban bus stops often lack a nearby controlled intersection for safe street crossing, and may also be missing sidewalks. A study on [bicycle and pedestrian access](#) to Metrorail provides details on pedestrian access.

Figure 13: Bike Parking Demand is Growing



Bike Parking

The District of Columbia, Arlington, Alexandria, and other jurisdictions provide bike racks on public property for short-term bicycle parking. They also [require](#) secure long-term bicycle parking to be provided as part of new development.

- **Bike Corrals**

As demand grows in congested areas, DC has added bike corrals, which are bike racks placed in the street, and protected by flexi-wands tire stops. Twelve bicycles can be parked in the space required to park one automobile. And because bicycles do not block motorists' sight lines, they can be placed near the intersection where parking is not permitted, result in no loss of car parking.

Figure 14: Corner Bike Corral



Tire stops are necessary to prevent cars from backing into the racks at some locations.

¹¹ *WMATA Bus Stop Inventory Project*. Kristin Haldeman, Presentation to TPB Access for All Subcommittee, November 2008.

Draft October 7, 2014

- [DC Bike Station](#)

In response to demand for secure bicycle parking at Union Station, in 2009 the District of Columbia opened a Bike Station. The facility houses over 100 bicycles in 1,600 sq. ft. of free-standing ultra-modern glass and steel design. It is staffed 66 hours per week and available to members 24/7 for self-service parking. In addition to secure bike parking, the



Figure 15: DC Bike Station at Union Station
Photo Credit: COG/TPB



Figure 16: DC Bike Station Interior

facility also provides a changing room, lockers, bike rental, bike repair, bike rental, and retail sales. The Bikestation location at Union Station allows commuters to take public transportation to the station, pick up their bicycles and go to work, shopping or entertainment.

The DC bike station is a unique structure designed for a particular site. It required an unusual degree of architectural review due to its location on the National Mall. Far less expensive, modular self-service bike parking structures are available.

Capital Bikeshare

Bike sharing is self-service public bicycle rental. It 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. Unlike earlier “public bicycle” or “yellow bike” programs, which failed due to lack of means of preventing theft, modern bicycle sharing links rentals to a user’s

*Capital Bikeshare
has over 2500
bicycles and 300
stations*

Draft October 7, 2014

credit card, which can be charged if the bicycle is not returned. Bike sharing became common and popular first in Europe and then the United States, with programs in [dozens of cities](#).

Since it opened in 2010, the regional bike sharing program, [Capital Bikeshare](#) has grown to include 2500 bicycles at over 300 stations across Washington, D.C., Arlington and Alexandria, VA and Montgomery County, MD. Capital Bikeshare is one of the largest and most successful bike share systems in the United States. Its' solar-powered semi-mobile bike stations require no utility hook-up, which expedites installation. It operates year-round, with winter ridership a little more than one third the level of the warm weather months. It attracts many tourists as well as residents.



Figure 17: Capital Bikeshare Station

Outlook

Facilities for bicycling and walking in the Washington region are likely to improve significantly in the future. Federal, regional, state and local policies and transit agency initiatives all call for better and more complete facilities. Bicycle lanes, protected bike lanes, and dual facilities for pedestrians and bicyclists will become more common, and bike sharing will continue to expand in the urban core and beyond.

Chapter 5
Goals and Indicators

Introduction

As seen in Chapter One, both the Vision of the Transportation Planning Board (1998) and the Region Forward (2010) vision plan of the Council of Governments encourage walking and bicycling. *Region Forward*, a vision for the National Capital region in 2050, was adopted in January 2010. *Region Forward* builds on the TPB *Vision*, calling for more rapid implementation of the regional bicycle and pedestrian plan, increased walking and bicycling, and reduced pedestrian and bicyclist fatalities. The goals of *Region Forward* are broader than those of the TPB *Vision*, encompassing areas such as public safety, land use, economic development, housing, and the environment. New development is to be concentrated in walkable, mixed-use activity centers.

Goals

Region Forward 2050 includes a set of goals, and targets and indicators that will help measure whether those goals are being met. Many of those goals relate to walking and bicycling:

Transportation

1. A broad range of public and private transportation choices for our region which maximizes accessibility and affordability to everyone and **minimizes reliance upon single occupancy use of the automobile.**
2. A transportation system that maximizes community connectivity and walkability, and minimizes ecological harm to the region and the world beyond.

Land Use

1. Enhancement of established neighborhoods of differing densities with **compact, walkable infill development**, rehabilitation and retention of historic sites and districts, and preservation of open space, farmland and environmental resource land in rural areas.
2. **Transit-oriented and mixed-use communities** emerging in regional activity centers that **will capture new employment and household growth.**

Energy & Environment

1. Significant **decrease in greenhouse gas emissions**, with substantial reductions in the built environment and transportation sector.
 2. Protect and enhance region's environmental resources by meeting and exceeding standards for our air, water, and land.
-

Public Safety & Health

1. Safe communities for residents and visitors.
2. ...protect the public health, safety, welfare, and preserve the lives, property, and economic well-being of the region and its residents.
3. Healthy communities with ...**a focus on wellness and prevention**

Targets and Indicators

In order to measure progress towards the broad transportation goals, *Region Forward* recommends that certain indicators be tracked. Table 5-1 below shows some of the targets and primary indicators from *Region Forward* that relate to walking and bicycling as well as corresponding, additional indicators which the bicycle and pedestrian subcommittee believes will give a more complete and timely picture of the region's progress. A (?) designates an indicator for which a practical data source has not yet been identified.

Table 5-1:

Region Forward 2050 Targets & Indicators

Suggested Supporting Indicators

Region Forward Targets	Primary Indicators	Data Source/Freq.	Baseline	Suggested Supporting Indicators	Data Sources/Freq.	Baseline
Increase the share of walk, bike, and transit trips.	Mode split – Percent of Walk, Bike and Transit Trips	2007/2008 household travel survey/10 years	Bike: 0.5% Walk: 8.5% Transit: 6.1% Auto: 81.6%	<ol style="list-style-type: none"> 1. Walk and bike commute mode share 2. Pedestrian and bicyclist counts 3. Pedestrian Access to Transit Mode Share *AM peak access 4. Bike Access to Transit mode share *AM peak access 5. Bike share trips Number of bike share trips per day & per bike share bike. 6. % Female cyclists <p>Adopt complete streets policies - Jurisdictions with complete streets policies</p>	<ul style="list-style-type: none"> • US Census – American Community Survey (ACS) five year rolling average/ Annual • DC, Arlington counts/annual • WMATA rail passenger survey/5 years • Regional Bike Share trip numbers/annual 	<ul style="list-style-type: none"> • ACS available in 2010 • DC Average 2009 Peak hour count = 69 • female bicyclists = 19% • 0.55% bicycle mode of access to Metro in 2007 • 62.12% walk mode of access to Metro in 2007 • 33.3% am peak walk mode, 0.7% bike mode
Reduce VMT per capita	VMT per capita	2008 CLRP/Annual	Vehicle Miles Traveled per capita = 22.94	Share of VMT reduction attributable to increase in walking and bicycling	Estimate from mode shift to walking and bicycling/Annual	ACS 2010

<p>Increase the rate of construction of bicycle and pedestrian facilities from the TPB plan.</p>	<p>Number of bicycle and pedestrian projects from the CLRP</p>	<p>Number of bicycle and pedestrian projects in the CLRP</p>	<p>CLRP/Annual</p>	<p>Pedestrian and Bicycle Infrastructure Construction</p> <ol style="list-style-type: none"> 1. Centerline mileage of bike lane built 2. Mileage of Side Path Built 3. Mileage of Multiuse path built 4. Bicycle and pedestrian bridges and underpasses built 5. Public bicycle parking <ul style="list-style-type: none"> • Staffed bike stations 7. Number of Streetscaping projects completed/ Number of pedestrian intersection improvement projects completed <p>Access to Transit</p> <ol style="list-style-type: none"> 8. Bike share stations and bike share bikes at rail stations and transit hubs 9. Bike share stations and bike share bikes within 3 miles of a transit hub 10. Bike parking - Rack spaces, lockers bike cage, bike parking structure spaces 11. Parking usage rates (?) <p>Bike Sharing</p> <ol style="list-style-type: none"> 1. Number of bike sharing stations 2. Number of bike sharing bicycles 	<ul style="list-style-type: none"> • Bicycle and Pedestrian Regional Project Database/ Annual • WMATA rail passenger survey/5 years • WMATA web site – Bike ‘N Ride • WMATA Bus Stop Inventory/? • Capital Bikeshare 	<p>9 miles bike lane/year 13 miles shared use path/year 5 bridges/tunnels 1 staffed bike station 9 streetscaping projects 16 pedestrian intersection projects 77 Metro Stations have racks and/or lockers. 1,280 single bike lockers and about 1,600 bike racks - with capacity for about 3,150 bikes Zero bike cage spaces, bike parking structure spaces 10 bike sharing stations 100 bike sharing bikes</p>
<p>Targets</p>	<p>Primary Indicators</p>	<p>Data Source/Freq.</p>	<p>Baseline</p>	<p>Suggested Supporting Indicators</p>	<p>Data Sources/Freq.</p>	<p>Baseline</p>
<p>Reduce pedestrian and bicyclist fatalities and</p>	<p>Pedestrian and Bicyclist Injuries and</p>	<p>Virginia DMV, DDOT, and Maryland Office of</p>	<p>2004-2008: 84 pedestrian deaths 7 bicyclist</p>	<p>Education</p> <ul style="list-style-type: none"> • Number of school children trained in safe walking and bicycling (?) • Recognition of key safety 	<p>1. Safe Routes to School Program/Annual</p>	<ul style="list-style-type: none"> • 3500 children trained in DC in 2008, 2700 in Rockville.

injuries	Fatalities	Highway Safety/Annual	deaths 2007: 1962 pedestrian injuries 653 bicyclist injuries	<p>messages by the general public</p> <ul style="list-style-type: none"> • Number of Bike to Work day participants <p>Enforcement: Number of pedestrian-related and bicycle-related citations and warnings issued as part of the Street Smart campaign.</p> <ol style="list-style-type: none"> 1. Speeding 2. Speeding, school zone 3. Reckless driving 4. Passing stopped school bus 5. Failure to yield to pedestrian or bicyclist 6. Cross against the signal (pedestrian) 7. Walk into the path of motor vehicle outside marked or unmarked crosswalk. 8. Ignore traffic signal (bicyclist) 9. Wrong way riding 10. Ride on sidewalk where prohibited 	<ol style="list-style-type: none"> 2. Street Smart Annual Report 3. Bike to Work Day Annual Report 4. Street Smart Enforcement Reports/annual 	<p>Virginia SRTS does not tally such numbers.</p> <ul style="list-style-type: none"> • 8500 Bike to Work Day participants in 2010 • 30,221 ped-related citations • 7,804 warnings
Targets	Primary Indicators	Data Source/Freq.	Baseline	Suggested Indicators	Data Sources/Freq.	Baseline

Chapter 6

Recommended Practices

The *TPB Vision*, *Region Forward*, and *Regional Transportation Priorities* plans call for a transportation system that allows convenient and safe bicycle and pedestrian access, with dynamic regional activity centers and an urban core that contain a mix of jobs, housing and services in a walkable environment. In order to achieve these goals, the Bicycle and Pedestrian Subcommittee has developed the following set of recommended best practices.

A. Incorporate bicycle and pedestrian elements in all jurisdictional planning and design policies. Adopt “Complete Streets” policies.

1. Include bicycling and walking, including provisions for persons with disabilities, in all stages of the transportation and land use planning process, from initial concept through implementation.¹



2. In particular, consistent with federal policy and the National Capital Region Transportation Planning Board’s [Complete Streets](#) policy, every jurisdiction and agency should

adopt a Complete Streets policy that includes elements that the TPB believes reflect current best practices.

Under Complete Streets policies pedestrians and bicyclists will be accommodated as part of all transportation projects, with a few limited and well-defined exceptions. A Complete Streets policy would typically not apply:

- To a new transportation facility construction or modification project for which, as of the effective date of the adoption of the policy, at least 30 percent of the design phase is completed.
- To a transportation facility which prohibits, by law, use of the facility by specified users, in which case a greater effort should be made to accommodate those specified users elsewhere in the travel corridor.

“A complete street safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility.”

¹ Ft. Totten, DC Photo: COG/TPB, Michael Farrell

- When the cost to the exempted project in achieving compliance with the applicable complete streets policy would be excessively disproportionate (as per FHWA guidance), as compared to the need or probable use of a particular complete street.
- When the existing and planned population and employment densities or level of transit service around a particular roadway are so low that there is a documented absence of a need (as per FHWA guidance) to implement the applicable complete streets policy.
- To passenger and freight rail projects, which shall not be required to accommodate other motorized users in the railway right of way, although safe and adequate rail crossings for motorized and non-motorized users should be provided.
- To transportation projects which do not provide for direct use by the public, such as maintenance facilities, drainage and stormwater management facilities, education and training, transportation security projects, beautification, and equipment purchase or rehabilitation.

“VDOT will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking”

Agencies should carry out periodic **audits to monitor compliance** with a Complete Streets policy once it is adopted.

An effective complete streets policy is critical, since retrofitting pedestrian and bicycle accommodations is far more expensive than designing them in from the beginning. Policies which urge agencies to “consider” or “encourage” the provision of pedestrian and bicycle facilities often do not provide clear guidance as to when pedestrian or bicycle facilities should or should not be provided. Absent a clear mandate, pedestrian and bicycle facilities tend to be omitted.

3. **Take into account likely future demand** for bicycling and walking facilities in planning transportation projects; do not adopt designs that would preclude future improvements.
 4. **Encourage public participation** by bicyclists and pedestrians and other community groups in the planning process.
 5. Ensure **adequate funding** for bicycle and pedestrian transportation staff and facilities, including land acquisition, design, construction, and proper maintenance.
-

6. **Integrate bicycling and walking** into new development, including new schools.
- Require land developers to **finance and construct sidewalks**, shared-use paths, and bicycle parking facilities within their developments.

*Students who
walk to school
behave and
perform better*

- Require land developers to design developments in a way that facilitates internal and external bicycle and pedestrian access. New development should feature a **dense network of interconnected streets** to minimize trip distance and offer many low-speed, low-traffic routes. Superblock and cul-de-sac development patterns should be discouraged, and transit-oriented development should be encouraged. Use the Virginia Department of Transportation's [Secondary Street Acceptance Requirements](http://www.virginiadot.org/info/secondary_street_acceptance_requirements.asp) as a model.²

- Locate new schools in walkable communities. Use the EPA school siting guidelines.³

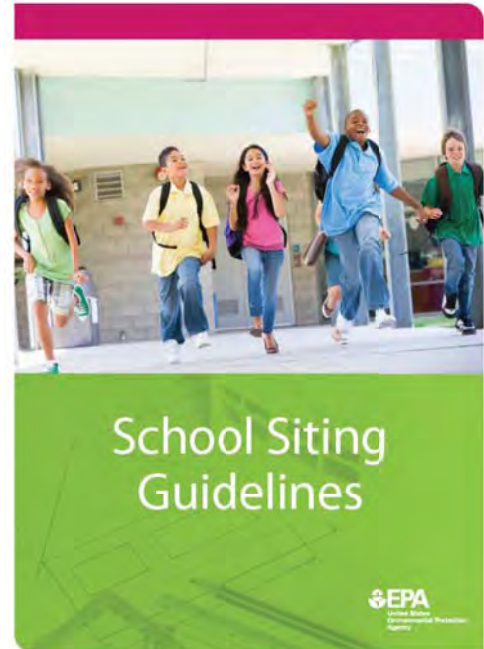


Figure 2: EPA School Siting Guidelines

7. Design, construct, operate, and maintain sidewalks, shared-use paths, street crossings (including over- and undercrossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways so that **all pedestrians, including people with disabilities**, can travel safely and independently.
8. Improve inter-jurisdictional coordination to identify, plan, construct and preserve **multi-jurisdictional routes**, and provide connecting links for existing routes to assure the establishment of a continuous bicycle and pedestrian transportation system throughout the Washington metropolitan area.
- a. Identify networks of existing bicycle routes (both on-street and off-street) in the urban core, suburbs, developing fringe, as well as connecting **long distance inter-**

² http://www.virginiadot.org/info/secondary_street_acceptance_requirements.asp

³ <http://www.epa.gov/schools/guidelinestools/siting/>

city routes. Ensure that these routes are included in land use and transportation plans, and not eliminated as development occurs.

- b. Identify shared-use path corridors before they are developed, and preserve opportunities for development as shared-use paths.
- c. Identify existing physical barriers to bicycling (such as rivers and streams, bridges, railroad tracks, highway crossings, and limited access highways with no crossing route) and identify solutions to overcome them.
- d. Implement uniform wayfinding and/or designation for inter-jurisdictional routes that will provide easily understood instructions and information.
- e. Convene and participate in a regional **working group** consisting of state and regional representatives to identify regional and long distance travel corridors for bicyclists, develop common guide signage guidelines, and develop of recommended bikeway alignments within travel corridors.



Figure32: AASHTO Guide for the Development of Bicycle Facilities

B. Develop and adhere to consistent bicycle and pedestrian facility design and construction standards in each jurisdiction:

- 1. Assure adequate planning, construction and maintenance standards for comfortable and safe bicycling on both on-street routes and off-street paths, as well comfortable and safe walking on paths and sidewalks.
 - a. Adopt, as minimum standards for privately and publicly built facilities, the AASHTO *Guide for the Development of Bicycle Facilities*, AASHTO's *A Policy on Geometric Design of Highways and Streets*, and the AASHTO *Guide for the Planning, Design and Operation of Pedestrian Facilities*, the *ADA Accessibility Guidelines* from the U.S. Architectural and Transportation Barriers Compliance Board (Access Board), and the *Manual on Uniform Traffic Control Devices (MUTCD)* from the Federal Highway Administration.

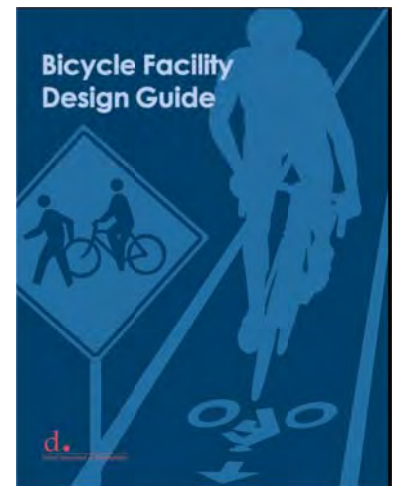


Figure 3: DDOT Bicycle Facility Design Guide

- b. Establish and maintain **minimum design and maintenance standards** for each type of facility.
- c. In accordance with [federal guidance](#), **go beyond the minimum requirements where necessary** to provide safe and comfortable accommodation for bicyclists and pedestrians. Agencies such as the District of Columbia Department of Transportation have developed their own design manuals to meet their specific needs, and which may incorporate experimental measures which are not found in the current AASHTO bicycle facility design guide. The National Association of City Transportation Officials (NACTO), an alliance of city transportation departments, including the District Department of Transportation, has developed guides for bikeways and for urban areas. The NACTO guides provide designs and treatments not currently found in the AASHTO guides.

- d. Use the NACTO [Urban Street Design Guide](#) and [Urban Bikeway Design Guide](#) where appropriate. FHWA [has endorsed](#) the “appropriate” use of the *Urban Bikeway Design Guide* to help agencies fulfill the above-mentioned 2010 federal guidance. FHWA notes that most of the treatments in the NACTO guide are allowed or not precluded by the MUTCD. Non-compliant traffic control devices can still be used as pilots, under the MUTCD experimentation process.

The NACTO guides were developed, and are most applicable, for dense urban centers with low-traffic speeds and relatively high levels of bicycling and walking.

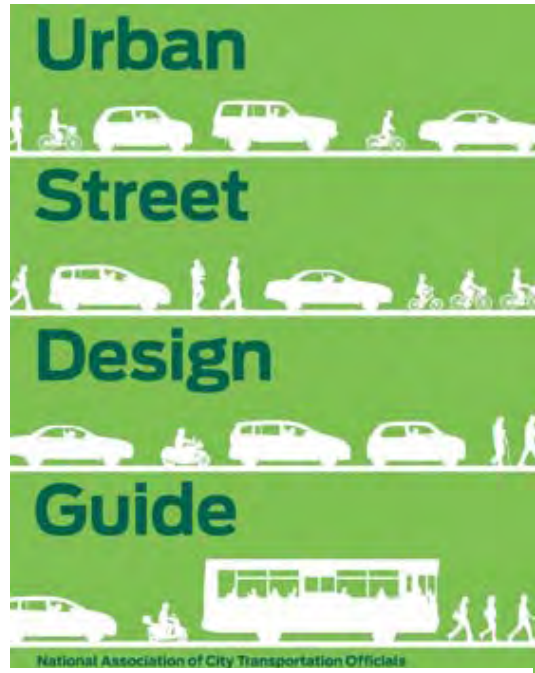


Figure 4: Urban Street Design Guide

2. Improve Access for Persons with Disabilities to Pedestrian Facilities⁴

The Transportation Planning Board’s Access for All Advisory Committee has identified the following recommended best practices for improving access for persons with disabilities to pedestrian facilities. More detailed recommendations can be found in the *Accessibility Guidelines* as noted above. With the exception of hand-

⁴ “Lessons Learned” fact sheet for Disability Awareness Day. National Capital Region Transportation Planning Board Access for All Committee, October 20, 2004.

rails on steep sidewalks, all of the following practices are legally required under the ADA for all new facilities and all reconstructed facilities:

- a. Sidewalks should have curb ramps. Ramps should be well-maintained, well-placed, and not too steep in order to permit their use by persons in wheelchairs.⁵
- b. The height of wheelchair users should be considered when placing shrubs or other objects where they might block them from the view of motorists.
- c. Objects such as security barriers, fences, fire hydrants, telephone poles, parking meters, newspaper boxes, signal control boxes, and other street furniture should be placed in locations where they will not block curb ramps.
- d. The placement of crosswalk buttons must take into consideration the needs of people with disabilities.
- e. Audible pedestrian signals make communities safer for all pedestrians, including seniors and children as well as people with visual impairments.
- f. Sidewalks with steep slopes are difficult for people with disabilities to navigate, especially for people who use manual wheelchairs or people who have trouble walking. Hand rails could help mitigate these difficulties.

C. Minimize roadway width, curb radii & crossing distance.⁶

To minimize pedestrian crossing distances and reduce impermeable, heat-absorbing asphalt coverage, the paved roadway of **all streets should be designed to be the minimum width — and have the minimum number of lanes** — that safely and cost-effectively allow for the desired operations of motor vehicles, buses, and bicyclists. Excess width should be reallocated to provide walking, transit, and bicycling facilities, public open space, green cover, and/or stormwater source control measures. If financial limitations preclude final implementation of street retrofits (e.g., curbing, streetscaping, etc.), the reallocation of space should still proceed with temporary or least costly approaches such as restriping.

To further reduce pedestrian crossing distances and slow turning vehicles, **all roadway corners should be designed with the smallest possible radius** that still accommodates the intended vehicle and emergency vehicles.



Figure 4: New York City Street Design Manual

⁵ Wheelchair ramp photo: COG/TPB, Access for All Committee

⁶ New York City Department of Transportation, [Street Design Manual](#), 2009. Page 46.

D. Set target vehicle speeds appropriate to surrounding land use.

Urban streets should function as **public spaces for people** as well as arteries for traffic and transportation. The best street design adds to the value of businesses, offices, and schools located along the roadway.⁷ Lower speeds are often needed to enable a street to serve as a comfortable place to gather, shop, work, or live.

Streets should be designed with target speeds and speed limits appropriate to their surrounding uses and desired role in the vehicular network. Slower target speeds and speed limits should be considered on local streets, residential streets, alleys; on streets adjacent to schools, senior or disabled pedestrian trip generators; waterfronts, parks, rail stations, and other significant pedestrian destinations.

Traffic calming features may be designed in from the beginning, or retrofitted where needed, to bring traffic speeds down to the desired level.⁸

E. Improve bicycle and pedestrian circulation within and between regional activity centers and the urban core.

1. Improve sidewalks, bikeways, intersections, signage and links to transit for bicyclists and pedestrians in activity centers
2. Improve access to and between regional activity centers.
 - Provide access to activity centers from surrounding neighborhoods.
 - Provide facilities to connect nearby activity centers



Figure 5: Bike Racks and Lockers at New York Avenue Metro Station

⁷ NACTO, *Urban Street Design Guide*, 2013.

⁸ *Ibid.*, pp. 76-91.

F. Integrate bicycling and walking into the public transportation system.⁹

1. Make it easier and safer to walk and bike to bus stop and rail stations.

- Build sidewalks and pedestrian crosswalks and/or overpasses that connect transit stops to nearby neighborhoods, commercial areas, and existing pedestrian infrastructure.
- Improve lighting, signage, and wayfinding around transit stations.
- Improve bicycle parking at Metro, commuter rail stations, and park and ride lots. Replace broken and obsolete bicycle racks with current models. Add more [Bike & Ride](#) secure bicycle parking facilities at Metrorail stations.

- Improve customers' ability to make the "last mile" of their trip by locating bike sharing or increasing bike parking options at rail stations, and eliminate the need to bring a bike on the train during peak periods. If/when capacity constraints permit, expand the hours when bicycles are permitted on Metrorail.

4. Provide bicycle racks on all transit buses.¹⁰

5. Provide for more efficient accommodation of bicycles on future rail services, including commuter rail, Metro, and light rail, in the Washington region. Vertical storage racks such as those on the [River light rail line](#) in New Jersey are a good model.

All Metrobuses have been equipped with racks to carry up to two bikes per bus

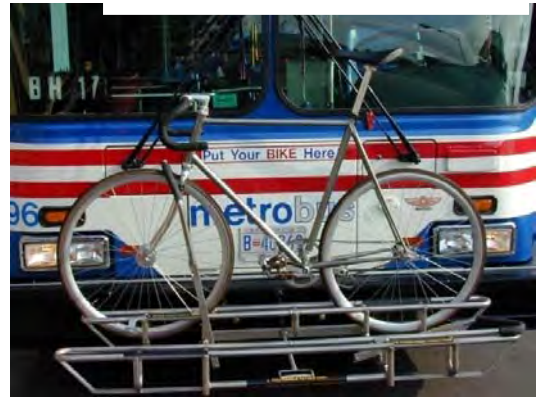


Figure 6: Bike on Metrobus.



Figure 7: On-Street Bike Parking, Georgetown

⁹ Photo of NY Avenue Metro Bike Lockers: COG/TPB, Michael Farrell

¹⁰ Photo of Bike on Bus by WABA/Eric Gilliland

G. Provide adequate bicycle support facilities.

1. Enact zoning laws to **require bicycle parking and related facilities** as part of all new construction or major renovation, including office, retail, and housing developments.
 - Construct bicycle parking facilities in well-traveled and lighted areas. Facilities should be covered and secure.

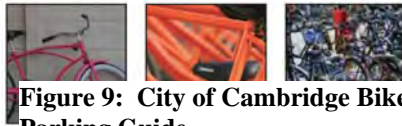
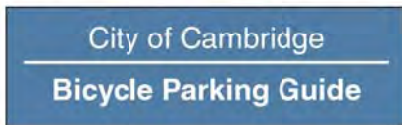


Figure 9: City of Cambridge Bike Parking Guide

as public libraries, parks, and sidewalks near storefront retail.¹¹

- Require placement of bicycle parking facilities in convenient locations; short-term parking should be as close as possible to building entrances; long term parking facilities should be located in secure areas.

- The District of Columbia requires bike parking in any building that has automobile parking. However, bicycle parking requirements need not be tied to auto parking. The City of Cambridge, MA has developed a [model ordinance](#).

- Ensure the provision of showers and changing facilities in all new or renovated commercial developments.

2. **Provide bicycle parking on public property.** Jurisdictions should install bicycle parking in public spaces where there is demand, such



Figure 10: ITDP Bike Share Guide

H. Expand the Regional Bike Sharing Program

Bike sharing is self-service public bicycle rental. It 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. Unlike earlier “public bicycle” or “yellow bike” programs, which failed due to lack of means of preventing theft, modern bicycle sharing links rentals to a user’s credit card, which can be charged if the

bicycle is not returned. Bike sharing took hold first in Europe, but has now [become common](#) in North America, with programs in dozens of cities.

The bike sharing system for the Washington region is [Capital Bikeshare](#), currently one of the largest and most successful North American bike share systems. Their solar-powered docking stations have proven easier and faster to install than stations that require a utility hook-up.

The Institute for Transport Development Policy publishes a detailed [bike share planning guide](#).

I. Develop pedestrian and bicycle safety education and enforcement programs in all jurisdictions.

1. Promote pedestrian and bicycle safety education programs for children, beginning at the early ages.

- Establish pedestrian and bicycle safety programs at the elementary school level, including classroom and on-bicycle instruction.
- Develop and distribute pedestrian and bicycle safety information materials designed to teach beginning cyclists and young pedestrians.



- Emphasize the use of bicycle helmets as a means of injury reduction, lights after dark, reflectors, and reflective clothing for pedestrians.

**Figure 11: Cyclist training
Photo Credit: WABA**

2. Improve cycling skills and pedestrian safety habits of adults and young adults.

- Produce and distribute information on bicycle usage and safety.



Figure 12: Trail Patrol, C & O Canal Park

*Volunteer Patrols
can help with
Trail Security*

pedestrians.

- Emphasize the use of helmets for rider protection, lights after dark, reflectors, and reflective clothing for

3. Increase motorist awareness and accommodation of bicyclists and pedestrians, and bicyclist and pedestrian awareness and accommodation of motorists.
 - Include bicycle and pedestrian information in automobile drivers' training classes, driver's manuals, and license exams, and through the media.
 - Coordinate public media campaigns with law enforcement

4. Encourage jurisdictional uniformity of traffic laws relating to bicycling and walking. Encourage conformity with such regulations as the Uniform Vehicle Code.

5. Encourage consistent bicycle law enforcement to assure safe bicycling and walking.

- Emphasize the enforcement of traffic laws dealing with offenses known to cause crashes between bicycles and motor vehicles, such as wrong way bicycling, and ignoring stop signs or stop lights.
- Emphasize enforcement of traffic laws dealing with offenses known to cause crashes between pedestrians and motor vehicles, such as motorists failing to yield to pedestrians, and pedestrians disobeying “Don’t walk” signals.

The regional “[Street Smart](#)” Pedestrian and Bicycle Safety Campaign urges motorists and pedestrians to “Slow Down” and “Use Crosswalks”

6. Improve bicycle and pedestrian accident reporting and analysis procedures at the state and regional levels, to provide jurisdictions with a better understanding of accident causes and countermeasures.

7. Provide significant law enforcement presence along regional off-road trail networks and encourage inter-jurisdictional cooperation and coordination to provide for the safety and security of all pedestrians and bicyclists.



Figure 8: Street Smart Poster

J. Encourage Walking and Bicycling

Each jurisdiction and agency should encourage walking and bicycling, and promote the perception of both as legitimate forms of travel, in the way most appropriate to that organization. Examples include:

- Have walk and bike-friendly policies for employees. Let employees know that walking and bicycling is both permitted and encouraged. Organize/support/participate in events such as Bike to Work Day, [Car-Free Day](#), etc.
- Carry out pedestrian and cyclist education programs that also encourage walking and bicycling, such as [Safe Routes to School](#). Designate a Safe Routes to School coordinator for every community.
- Provide high-quality information to the public on the benefits of walking and bicycling, and where and how it can be done in your community, through programs such as [WalkArlington](#) and [BikeArlington](#). Partner with employers, transportation demand managers, and advocacy groups.
- As part of a comprehensive transportation demand management program, provide financial incentives for employees to walk and bicycle.
- For States and Metro regions, consider investing in paid media campaigns.

K. Each jurisdiction should develop a high visibility bicycle or pedestrian project to demonstrate the effectiveness of bicycling and walking as a short distance transportation mode.

- Ensure that projects are feasibly implemented, and supported by the community and the government agencies responsible for implementation.
- Undertake extensive publicity and promotion for each facility or service included in the project.
- Conduct an extensive analysis of the effectiveness of each project following the demonstration period.



Figure 9: Lawyers Road Before Road Diet
Photo credit: VDOT



Figure 10: Lawyers Road After Road Diet



Figure 11: Before and After Illustration

VDOT completed a model Road Diet project in Reston, VA, shrinking Lawyer's Road from four lanes to two plus a turn lane and bike lanes

L. Each agency should designate a bicycle coordinator and a pedestrian coordinator to oversee bicycle and pedestrian programs.

Experience has shown that without a designated staff person or persons responsible over for overseeing their implementation, pedestrian and bicycle programs and policies are not implemented effectively. Staffing levels should be proportional to the size of the agency and volume of work.

All TPB member jurisdictions with active pedestrian and bicycle programs designate a lead staff person or coordinator.

Chapter 7

The 2040 Bicycle and Pedestrian Network

The Regional Bicycle and Pedestrian Network in 2040

The *Bicycle and Pedestrian Plan for the National Capital Region* includes 643 bicycle and pedestrian facility improvement projects from across the region. If every project in the plan is implemented, in 2040 the region will have added approximately 2100 miles of bicycle lanes and 2000 miles of shared-use path. The overall network length (allowing for some dual bike lane/sidepath facilities) will increase by approximately 4000 miles.

In addition, hundreds of miles of signed on-road bicycle routes will be created. In many cases roads are designated for improvement as bicycle routes, but the exact nature of the improvement – bike lane, widened shoulders, wide outside lane, shared lane markings, signs – has not yet been determined.

Thirty-one major pedestrian intersection improvements will be carried out, and fifteen pedestrian/bicycle bridges or tunnels will be built. Hundreds of intersections will receive new crosswalk signals, and ongoing sidewalk improvement programs will retrofit sidewalks in areas where they are missing.

A new bicycle and pedestrian crossing over the Potomac will be created at the American Legion Bridge, and the bridges over the Anacostia River will be improved for pedestrians and bicyclists. In addition, twenty-seven major streetscaping projects will improve pedestrian and bicycle access and amenities in places such as Atlantic Boulevard, Tysons, Maryland Avenue NE, and downtown Bethesda.

Table 7-1 below summarizes the new facility mileage that will be added by 2040 if this plan is implemented in full.

Table 7-1: Miles of Bicycle/Pedestrian Facilities in the Washington Region						
Facility Type	Total in 2005	Completed 2006- 2010	Completed May	Completed June 2010 May 2014	Planned New Facilities/ Upgrades	Total in 2040
Bicycle Lane	56	35		45	2090	2226
Shared-Use Path	490	53		50	1990	2583
Total	546	88		95	4080	4809

Progress Since 2010

Fifty-four projects from the 2010 Bicycle and Pedestrian Plan have been completed. This total does not count projects on which significant progress has been made, unless for reporting purposes the project was split into phases, and the earlier phases reported as complete.

Ten major pedestrian intersection improvements, seven streetscaping projects, and two pedestrian bridges or tunnels were completed.

Notable projects finished since 2010 include Capital Bikeshare in the District of Columbia and Arlington, and the L Street NW protected bike lane in DC.

Mileage of sidewalk construction was not tracked, but there are ongoing sidewalk retrofit and pedestrian safety programs in all the major inner jurisdictions. Privately provided facilities are generally not counted.

The region is currently adding about twelve miles of shared-use path and eleven miles of bike lane per year. At the current pace of construction the region will have completed about 420 miles of shared use path, and 385 miles of bike lane by 2040, or about one fifth of the planned network.

However, it should be noted that the planned network is twice as large as the one in the 2010 plan. The pace of implementation is increasing, but the agency plans are now much more ambitious.

Funding

While many of these projects have no identified funding source, and are not expected to be built soon, some are very close to being realized. Of the 485 planned projects, seventeen are under construction, ninety-one are fully funded, and another ninety-nine have some funding identified.

Under “Complete Streets” policies, most bicycle and pedestrian projects are now built as part of larger transportation projects. Of the transportation projects in the [FY 2013-2018 Transportation Improvement Program](#), 133 include some form of bicycle and pedestrian accommodation, while 30 projects were identified as being specifically bicycle or pedestrian.

Cost Estimates

Cost estimates were provided by the agencies for about 30% of the planned projects. For most of the planned projects that have not yet been designed, no meaningful project-level estimates can be made. Many of the projects which have cost estimates are part of a larger project. In a combined project it is nearly impossible to disentangle the portion of the cost attributable to bicycle or pedestrian features.

Given the difficulties of getting actual cost estimates for each project, we have imputed a range of regional costs for the plan based on an [assumed typical cost per mile](#) or per project.¹ The total cost of improvements listed in the plan is estimated at about \$5 billion (2014 dollars).

Table 7-2 Imputed Costs for Selected Bicycle Facilities (in thousands of dollars)				
Facility Type	Imputed Cost Range per Mile or per Project	Average	Miles or Number of Projects	Imputed Cost
Shared Use Path	\$300 - \$4,000	480	1990 miles	\$600,000 - \$8,000,000
Bicycle Lane	\$5 \$500	133	2090 miles	\$10,000 - \$1,000,000
Pedestrian/Bicycle Bridge/Tunnel	\$1,000 - \$6,000		15 projects	\$15,000 - \$90,000
Pedestrian Intersection Improvement	\$300 - \$600		31 projects	\$10,000 - \$20,000
Streetscape	\$2,000 - \$4,000		27 project	\$54,000 - \$108,000
Total				\$700,000 - \$9,000,000

No comparable “financially unconstrained” plan exists for other types of transportation projects over the next 30 years. The six-year, FY 2013-2018 Transportation Improvement Program includes \$15.6 billion worth of transportation projects and programs, an amount which is widely seen as inadequate for the region’s transportation needs. Assuming the region continues to fund transportation at the same real level for the next 30 years, fully funding the bicycle and pedestrian plan over the same period would cost about 6% of the total transportation budget.

Explanation of Project listings

Appendix A lists the plan projects, organized alphabetically by state and jurisdiction. Facility type, responsible agencies, limits, length, funding status, and cost are also included. Note that due to the nature of bicycle and pedestrian facility improvements, the list in Appendix A is expected to change annually, as projects are added or removed.

The project list is drawn from a database that includes more extensive information, including project status, agency project ID number, facility lengths, facility alignment, description, project status, project web site, date of (projected) completion, date the record was last updated, and project manager name and contact information. Agency

¹ *Costs for Pedestrian and Bicyclist Infrastructure Improvements*” UNC Highway Safety Research Center, October 2013.

staff may enter via a password-protected web site to enter, edit, and delete project information, making the process of keeping the database accurate simple. A public access version of this on-line version of this database can be found at <http://www.mwcog.org/bikepedplan/>.

Over time the database has proven useful in tracking the progress of bicycle and pedestrian projects at a regional level. A sample database entry and a data dictionary are found in Appendix B.

This project list is intended to be a list of significant planned bicycle and pedestrian projects in the Washington region. Agencies were encouraged to submit projects for inclusion if they were one mile or more in length, or cost more than \$400,000. Small sidewalk projects are not included unless they were part of a larger pedestrian or bicycle project.

Figures 7-1 and 7-2 show the location of major bicycle and pedestrian projects throughout the region. Pedestrian/bicycle bridge or tunnel projects, multi-use paths greater than three miles in length, and projects estimated by their sponsors to cost more than \$500,000 are mapped, except for area projects that cannot be mapped in a meaningful way. About a quarter of the plan projects are mapped. Project details can be found in the project list in Appendix A, which groups the projects by state and jurisdiction.

Appendix A

Bicycle and Pedestrian Projects

Of the Long-Range Bicycle and Pedestrian Plan
For the National Capital Region

This appendix contains a complete list of the projects in the Bicycle and Pedestrian Plan for the National Capital Region. Below is a guide to the printed project list. Appendix B contains a data dictionary for the electronic database, which contains more information than this printed list, as well as a sample data entry form.

PROJECT LIST DATA DICTIONARY																	
Field	Explanation																
Line Number	Short ID number used to label projects on the maps																
Agency Project ID	The sponsoring agency's project identifying number																
Project Name	Descriptive name provided by the sponsoring agency																
From	Project Limits																
To	Project Limits																
Length (Miles)	Length of the project from start to finish in miles. Example: if a project consists of four miles of road with a continuous bike lane and sidewalk, the project length is four miles. For projects that have no length, such as bicycle racks, the listed length is zero.																
Responsible Agencies	Agencies responsible for implementing the project or otherwise involved																
Bike Lane	Bike lanes are striped lanes at least 4' wide in the public right-of-way, marked for the exclusive use of bicyclists																
Multi-Use Path	A paved or hard-surface path separated from traffic, officially designated for bicycles and other non-motorized users. Should be at least 8' wide.																
Sidewalk	Sidewalks are usually less than 8' wide, and are not designed for bicyclists.																
Type of Spot/Area Improvement	For non-linear projects. The pull-down menu gives the following options: <table border="0" style="margin-left: 40px;"> <thead> <tr> <th style="text-align: left;">Type of Improvement</th> <th style="text-align: left;">Code Letter</th> </tr> </thead> <tbody> <tr> <td>1. Pedestrian Intersection Improvement</td> <td>I</td> </tr> <tr> <td>2. Pedestrian/Bicycle Bridge or Tunnel</td> <td>B</td> </tr> <tr> <td>3. Traffic Calming</td> <td>TC</td> </tr> <tr> <td>4. Streetscape/Pedestrian Improvements</td> <td>S</td> </tr> <tr> <td>5. Bicycle Parking</td> <td>PK</td> </tr> <tr> <td>6. Bicycle Route Marking</td> <td>BR</td> </tr> <tr> <td>7. Other</td> <td>O</td> </tr> </tbody> </table>	Type of Improvement	Code Letter	1. Pedestrian Intersection Improvement	I	2. Pedestrian/Bicycle Bridge or Tunnel	B	3. Traffic Calming	TC	4. Streetscape/Pedestrian Improvements	S	5. Bicycle Parking	PK	6. Bicycle Route Marking	BR	7. Other	O
Type of Improvement	Code Letter																
1. Pedestrian Intersection Improvement	I																
2. Pedestrian/Bicycle Bridge or Tunnel	B																
3. Traffic Calming	TC																
4. Streetscape/Pedestrian Improvements	S																
5. Bicycle Parking	PK																
6. Bicycle Route Marking	BR																
7. Other	O																
In CLRP	Project is in the Financially Constrained Long-Range Transportation Plan for the National Capital Region, and therefore is officially considered to have funding available to support project completion.																
In TIP	Project is in the most recent National Capital Region Transportation Improvement Program with specific funding amounts identified for program completion.																

Field	Explanation												
Status	<p>The pull-down menu offers the following options:</p> <table border="0" style="width: 100%;"> <thead> <tr> <th></th> <th style="text-align: right;"><u>Code Letter</u></th> </tr> </thead> <tbody> <tr> <td>1. Fully Funded¹</td> <td style="text-align: right;">F</td> </tr> <tr> <td>2. Partially Funded</td> <td style="text-align: right;">P</td> </tr> <tr> <td>3. Unfunded</td> <td style="text-align: right;">U</td> </tr> <tr> <td>4. Under Construction</td> <td style="text-align: right;">UC</td> </tr> <tr> <td>5. Complete</td> <td style="text-align: right;">C</td> </tr> </tbody> </table>		<u>Code Letter</u>	1. Fully Funded ¹	F	2. Partially Funded	P	3. Unfunded	U	4. Under Construction	UC	5. Complete	C
	<u>Code Letter</u>												
1. Fully Funded ¹	F												
2. Partially Funded	P												
3. Unfunded	U												
4. Under Construction	UC												
5. Complete	C												
Cost	<p>In thousands of dollars. As many projects in the plan may not be built for many years, and have not been fully scoped, this can be a very rough estimate. If a project is part of a larger project the total project cost is <i>not</i> listed, only that portion of the cost which is attributable to the bicycle or pedestrian facility. Use of a rule of thumb for such estimates was acceptable, i.e. 3% of total project cost. Many projects do not have a cost estimate available.</p>												

¹ “Funded” indicates that the sponsoring agency has considered funding for completion of this project to be reasonably available within projected funding sources. “Unfunded” indicates, that while the project has been identified, there is no projected funding to support its completion at this time.

2014 Draft Bike/Ped Plan Project List

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost	
DC													
Washington													
1	794 14th Street Bridge Multi-use Path Improvements	East Basin Drive	14th Street Bridge	0.02	National Park Service, DDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	P	\$515	
2	173 Anacostia Riverwalk Trail Phase II	Potomac River	Maryland	20	DDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$20,000	
3	797 Anacostia Trail Support				National Park Service, DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$500	
4	215 Bicycle Lanes Phase I			20	DDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$600	
5	843 Bicycle Lanes Phase II			20	DDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F		
6	56 Bicycle Parking Racks				DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		\$500	
7	74 Bicycle Route Signs				DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$100	
8	619 Blagden Avenue Hiker and Biker Trail - EA	Matthewson Drive	Beach Drive	0.4	DDOT, National Park Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C		
9	613 Capital Bikeshare - District of Columbia				DDOT, Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	
10	142 Cultural/Heritage Trail System				DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$0	
11	622 District-Wide Bicycle and Pedestrian Program				DDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$3,300	
12	625 Great Streets - Georgia Avenue				DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		\$16,140	
13	620 Great Streets - H Street NE Streetscape	3rd Street NE	14th Street NE	1	DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$62,000
14	621 Great Streets - Minnesota Avenue NE	A Street SE	Sheriff Road NE	1	DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$7,000	
15	626 Great Streets - Nannie Helen Burroughs				DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$12,300	
16	627 Klinge Trail	Porter Street	Woodley Road	1	DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$9,100	
17	803 L Street Cycle Track	New Hampshire Avenue	12th Street NW	1	DDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$300	
18	830 Maryland Avenue NE Complete Street Project	2nd	15th	1	DDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	S	<input type="checkbox"/>	P	\$2,000	
19	197 Metropolitan Branch Trail Phase I	Union Station	Bates Road NE	4	DDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$20,000	

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost	
20	842 Metropolitan Branch Trail Phase II	Bates Road NE	Silver Spring	2	DDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P		
21	93 Oxon Run Trail Restoration	South Capitol Street	Southern Avenue	2	DDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		\$6,000	
22	628 Pavement Markings & Traffic Calming				DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$34,390
23	623 Pedestrian Bridge over Kenilworth Ave			1	DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$12,000
24	178 Rock Creek Park Trail			4	DDOT, National Park Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$2,500	
25	629 Safe Routes to School				DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		\$1,000	
26	97 Safe Routes to School Program				DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$1,000	
27	96 Sidewalk Construction				DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$2,000	
28	829 South Capitol Street Trail	Firth Sterling Ave	Oxon Cove	3	DDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$7,000	
29	624 Transportation Enhancements				DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$13,800
30	75 Union Station Bike Station	(Union Station)			DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$4,000	
31	181 Watts Branch Trail	Minnesota Ave	62nd Street, NE	2	DDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$3,000	
32	750 WMATA DC Metrorail Crossing Improvement Projects				WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$346	
33	747 WMATA DC Metrorail Sharrow Projects			1	WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$5	
34	744 WMATA DC Metrorail Sidewalk/ Pathway Projects			1	WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$623	

DC/MD/VA

Region-wide

35	617 Capital Bikeshare Region-Wide				DDOT, DDOT, Arlington, City of Alexandria, Montgomery	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	C	\$22,284
36	795 Implement Recommendations of NCR Paved Trails Plan				National Park Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			\$1,000
37	568 WMATA Bicycle Parking Project			0	WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$1,165	

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost
DC/VA												
Arlington County, District of Columbia												
38	258	Boundary Channel Bridge Trails			National Park Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

DRAFT

Key to Codes

B=Bridge or Tunnel C = Complete F = Fully Funded I = Intersection Improvement O = Other P = Partially Funded
 PK = Bicycle Parking R = Bicycle Route Marking S = Streetscape U = Unfunded UC = Under Construction

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost
MD												
City of College Park												
39	385 College Park Trolley Trail	Paducah Road	Albion Road	4	City of College Park	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	R	<input type="checkbox"/>	<input type="checkbox"/>	C \$500
City of Frederick												
40	532 Carroll Creek Trail	Rocky Springs Road	Monocacy River	0	City of Frederick, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input checked="" type="checkbox"/>	P \$10,000
41	849 City of Frederick Bike Lanes			6	City of Frederick	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C
42	552 Citywide Sidewalk Retrofit	City of Frederick	City of Frederick	0	City of Frederick	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P \$240
43	551 East Street Rail Trail	Carroll Creek	Tuscarora Creek	0	City of Frederick, MDOT & MTA	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input checked="" type="checkbox"/>	P \$2,000
44	531 Rock Creek Trail	Stonegate Park	US Route 15	0	City of Frederick	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	P \$1,000
45	793 US15 Undercrossing	Baker Park	Waterford Park	1	City of Frederick, MDSA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	F \$2,250
City of Greenbelt												
46	802 Springhill Lake Elementary Safe Routes to School	Cherrywood Lane	Springhill Lane	0.3	City of Greenbelt, SHA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TC	<input type="checkbox"/>	<input type="checkbox"/>	UC \$195
Frederick County												
47	530 Ballenger Creek Trail	Ballenger Creek Park	Monocacy River	5	Frederick County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	UC \$3,200
48	538 Bush Creek Trail	Monocacy River	Montgomery County Line	0	Frederick County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U \$1,300
49	558 Frederick County Safe Routes to Schools	Countywide	Countywide	0	Frederick County, Frederick County Public Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P \$350
50	754 MD 180/MD 351, Jefferson Creek Pike	MD 180 Stoney Creek Drive	MD 351 Crestwood BLVD	3.1	MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P 2,000,000
51	738 MD 85, Buckey's Town Pike	South of English Muffin Way	North of Grove Road		MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P 5,000,000
52	535 Monocacy River Greenway Future Phases	Ballenger Creek Trail	Potomac River	0	Frederick County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U \$7,000
53	547 On-Street Bikeways Countywide	Countywide	Countywide	0	Frederick County, MD SHA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	P \$3,000

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost
Frederick County, City of Frederick												
54	512 H&F Trolley Trail Phase II	Water Street	Moser Road	0	Frederick County, Frederick County Div. of Parks & Rec; City of Fred	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$7,000
55	534 Monocacy River Greenway Phase I	Tuscarora Creek	Ballenger Creek Trail	0	Frederick County, Frederick County Div. of Parks & Rec; City of Fred	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$5,500
56	533 Tuscarora Creek Trail	Yellow Springs Road	Monocacy River	0	Frederick County, Frederick County Div. of Parks & Rec; City of Fred	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$2,250
Frederick County, City of Frederick, Town of Thurmont												
57	529 H&F Trolley Trail Phase III	Thurmont	Frederick	0	Frederick County, Frederick County Div. of Parks & Rec; City of Fred	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$6,000
Frederick County, Montgomery County												
58	537 I-270 Transitway	City of Frederick	Montgomery County Line	0	Frederick County, Frederick County Div. of Parks & Rec	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$5,000
59	536 Sugarloaf – Little Bennett Trail	Little Bennett Regional Park	Monocacy River	0	Frederick County, Frederick County Div. of Parks & Rec; City of Fred	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$375
Frederick County, Town of Emmitsburg												
60	545 Emmitsburg Railroad Trail	Rocky Ridge	Emmitsburg	0	Frederick County, Frederick County Div. of Parks & Rec / Emmitsburg	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$3,250

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost	
Frederick County, Town of Middletown													
61	543	Middletown – Myersville Trolley Trail	Frederick	Myersville	0	Frederick County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$5,000
62	544	Middletown Greenway	Middletown	Middletown	0	Frederick County, Frederick County Div. of Parks & Rec; Middletown	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$3,000
Frederick County, Town of Mt. Airy, Carroll County													
63	539	B&O Trail	Mount Airy	Mount Airy	0	Frederick County, Town of Mt. Airy, Carroll County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	
Frederick County, Town of Woodsboro													
64	540	Walkersville – Woodsboro Corridor I	Monocacy River	Israel Creek	0	Frederick County, Frederick County Div. of Parks & Rec; MDOT; Woodsb	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$2,000
65	542	Walkersville – Woodsboro Corridor III	Monocacy River	Woodsboro - Railroad	0	Frederick County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$5,500

DRAFT

Key to Codes

B=Bridge or Tunnel C = Complete F = Fully Funded I = Intersection Improvement O = Other P = Partially Funded
 PK = Bicycle Parking R = Bicycle Route Marking S = Streetscape U = Unfunded UC = Under Construction

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost
Montgomery County												
66	9 ADA Compliance: Transportation	Countywide			MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$450,000
67	41 American Legion Bridge	Macarthur Blvd	Fairfax County Line		MDOT, MCDOT, VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
68	234 Bel Pre Road - east	Georgia Avenue (MD97)	Layhill Road (MD182)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
69	241 Bethesda Bikeway and Pedestrian Facilities	Bethesda CBD			MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$3,520
70	804 Bethesda CBD Streetcape	Bethesda CBD			MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	\$8,214
71	805 Bethesda Metro Station South Entrance				MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	F	\$80,500
72	190 Bethesda Trolley Trail	South Drive	Twinbrook Metrorail station		MCDOT, MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	UC	\$0
73	92 Bethesda Trolley Trail	Twinbrook Metro Station	Norfolk/Rugby Ave. intersection (Bethesda)		MCDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>		\$0
74	33 Bethesda Trolley Trail-NIH connector	Battery Lane	Cedar Lane		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
75	153 Bikeway Program – Minor Projects	Countywide		12	MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$3,763
76	851 Black Branch Stream Valley Trail - Oak Creek Club			2	M-NCPPC, Montgomery County	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	
77	848 Black Hill Regional Park Trails			5	M-NCPPC, Montgomery County	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	
78	17 Bowie Mill Road	Muncaster Mill Road (MD115)	Olney-Laytonsville Road (MD108)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
79	232 Bradley Boulevard (MD191)	Persimmon Tree Road	Wisconsin Avenue (MD355)	6	MCDOT, MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$0
80	20 Briggs Chaney Road East	Old Columbia Pike	Prince George's County line		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
81	203 Briggs Chaney Road West	New Hampshire Avenue	Old Columbia Pike		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
82	806 Capital Crescent Trail				MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	F	\$49,500
83	35 CCT-Black Hill connector	Crystal Rock Drive	Black Hill Regional Park		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
84	808 Century Boulevard	Dorsey Mill Road		1	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	
85	250 Clarksburg Road (MD121)/ Stringtown Road	Clopper Road (MD117)	MidCounty Highway	5	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0
86	809 Clarksburg Transportation Connections				MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	
87	144 Clopper Road/Diamond Avenue (MD117)	Summit Avenue	Clarksburg Road (MD121)	3	MCDOT, MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$0

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost
88	31 Columbia Pike (US29) North	New Hampshire Avenue/ Lockwood Drive	Spencerville Road (MD198)	7	MDOT, MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
89	57 Corridor Cities Transitway bike path	Shady Grove Metrorail Station	Frederick Road (MD355)		MCDOT, MTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
90	810 County Service Park Infrastructure Improvements	Shady Grove Metro		1	MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	
91	261 Crabbs Branch Way	Gude Drive	Shady Grove Road		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
92	630 Dale Drive Sidewalk	Mansfield Road	Hartsford Avenue	0.4	MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$5,370
93	140 Darnestown Road - south	Key West Avenue (MD28)	Wootton Parkway		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
94	28 Darnestown Road (MD28) - North	Seneca Road	Great Seneca Highway (MD119)	5	MCDOT, MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
95	158 Democracy Boulevard	Falls Road (MD189)	Old Georgetown Road		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
96	25 Doctor Bird Road/Norwood Road (MD182)	Layhill Road (MD182)	Olney-Sandy Spring Road (MD108)		MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
97	807 East Gude Drive Roadway Improvements	Crabbs Branch Way	Southlawn Lane	1	MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	
98	174 East Jefferson Street	Montrose Road	Rollins Avenue		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
99	238 Ednor Road/Layhill Road	Norbeck Road (MD28)	New Hampshire Avenue (MD650)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
100	244 Elm Street	Exeter Road	Wisconsin Avenue (MD355)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
101	165 Executive Boulevard	Woodglen Road/North Bethesda Trail	Montrose Road		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
102	67 Fairland Road - West	Randolph Road	Columbia Pike (US 29)		MCDOT, MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
103	107 Fairland Road East	Columbia Pike (US29)	Prince George's County line		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
104	223 Falls Road East Side Hiker-Biker Path	River Road	Dunster Road	4	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$22,340
105	240 Father Hurley Boulevard/Ridge Road	Germantown Road (MD118)	Brink Road		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$0
106	245 Fieldcrest Road	Woodfield Road (MD124)	Olney-Laytonsville Road (MD108)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
107	811 Flower Avenue Sidewalk	Piney Branch Road	Carroll Avenue	1	MCDOT, Takoma Park	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	
108	136 Forest Glen Pedestrian Bridge	west side of Georgia Avenue at Locust Grove Road	west side of Georgia Avenue at Forest Glen Road		MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$0
109	43 Forest Glen Road - central	Belvedere Place	Sligo Creek Trail		MCDOT, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
110	141 Frederick Road (MD355)	Gude Drive	Watkins Mill Road	5	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost	
111	22	Frederick Road (MD355)-Upcounty	Watkins Mill Road	Frederick County line	MCDOT, MDOT, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
112	812	Frederick Road Bike Path	Stringtown Road	Milestone Manor Lane	2.5	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$5,536	
113	204	Georgetown Branch Trail	Bethesda CBD	Silver Spring Metrorail station	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$0	
114	94	Georgia Avenue (MD97) - North	Olney-Laytonsville Road (MD108)	Glenmont Metrorail station	6	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
115	1	Georgia Avenue (MD97) - Upcounty	Brookeville Bypass	Howard County line	MCDOT, MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
116	242	Georgia Avenue (MD97)-Brookeville	Olney-Sandy Spring Road (MD108)	Brookeville Road	2	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
117	263	Germantown Road (MD118)	Darnestown Road (MD28)	Frederick Road (MD355)	7	MCDOT, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
118	127	Glenallen Avenue	Randolph Road	Kemp Mill Road		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
119	813	Gold Mine Road Bridge				MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	F	
120	151	Goldboro Road (MD614)	MacArthur Boulevard	Bradley Boulevard (MD191)	2	MCDOT, MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$0	
121	66	Goshen Road	Girard Street	Warfield Road	4	MCDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$0	
122	44	Greencastle Road - east	Robey Road	Prince George's County line		MCDOT, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
123	814	Greentree Road Sidewalk	Old Georgetown Road	Fernwood Road	1	MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	UC	\$3,486	
124	122	Grosvenor Connector	Beach Drive	Metro station		MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
125	113	Hines Road-North Branch connector	Rock Creek's North Branch Trail	Cashell Road		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
126	736	I-270 Watkins Mill Road Extended	Watkins Mill Road, MD 124 Great Seneca Crossing		1	MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	2,000,000
127	12	ICC bike path	I-370 terminus	Prince George's County line		MDOT, M-NCPPC, MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$0	
128	735	Jones Bridge Rd			1	MDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	0,000,000	
129	45	Layhill Road (MD182)	Georgia Avenue (MD97)	Norbeck Road (MD28)	2	MDOT, Montgomery County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$0	
130	128	Lockwood Drive	Columbia Pike (US29)	New Hampshire Avenue (MD650)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
131	146	Long Draft Road	Quince Orchard Road	Clopper Road (MD117)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
132	39	MacArthur Boulevard Bikeway Improvements	I-495	Oberlin Avenue	4	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$8,710	

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost	
133	2 Matthew Henson Trail	Rock Creek Trail (west of Viers Mill Rd.)	East of Georgia Ave. (Alderton Road)		MCDOT, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$5,142	
134	737 MD 117, Clopper Road	Seneca Creek Park Entrance	Metropolitan Grove Road	1.7	MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	2,000,000	
135	734 MD 185			1	MDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	UC	1,000,000	
136	733 MD 355, RockvillePike	Randolph Road Maple/Chapman Ave.	Parklawn Drive	0.6	MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	7,370,000	
137	732 MD 9, Georgia Ave Wheaton to Onley	Wheaton	Onley		MDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	5,000,000	
138	731 MD 97 (Brookeville Bypass)	South of Brookeville	North of Brookeville	0.7	MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$630,000	
139	741 MD 97, Georgia Ave (Forest Glen Road to 16th St)	16th Street	Forest Glen Road	0.7	MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	2,000,000	
140	789 MD Georgia, Ave	Randolph Road		0.4	MDOT, MCDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	O	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$63,000
141	743 MD124, Woodfield Road	Midcounty Highway	Airpark Road	1.6	MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	7,000,000	
142	251 MD198/MD28 shared use path	New Hampshire Avenue (MD 650)	Old Columbia Pike	3	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
143	42 MD384 connector to Silver Spring Metro Station	16th Street	East-West Highway	1	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
144	106 Metropolitan Branch Trail	Silver Spring Metro Station	DC Line		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
145	15 Metropolitan Branch Trail	Silver Spring Metro/Transit Center	Montgomery College Campus Takoma Park	1	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$0	
146	72 MidCounty Highway	ICC	Frederick Road (MD355)		MCDOT, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
147	172 Middlebrook Road	Father Hurley Boulevard	MidCounty Highway		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
148	86 Montrose Road/Parkway East	Falls Road	Veirs Mill Road (MD586)	2	MCDOT, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	F	\$119,890	
149	90 Muddy Branch Road	Darnestown Road (MD28)	Clopper Road (MD117)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
150	104 Muncaster Mill Road (MD115)/ Norbeck Road (MD28)	Woodfield Road	Georgia Avenue (MD97)	5	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
151	169 Nebel Street - north	Old Georgetown Road	Randolph Road		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
152	160 Nebel Street - south	Nicholson Lane	Old Georgetown Road		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
153	149 Nebel Street extended	Randolph Road	Chapman Avenue	1	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$13,906	

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLR	In TIP	Status	Cost
154	154 Needwood Road Bike Path	Deerlake Road	Muncaster Mill Road (MD115)	2	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$4,200
155	816 Neighborhood Traffic Calming				MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TC	<input type="checkbox"/>	F	\$2,424
156	89 New Hampshire Avenue	DC Line	I-495	4	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
157	134 New Hampshire Avenue (MD650) - Ashton	Ednor Road	Olney-Sandy Spring Road (MD108)	2	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
158	207 New Hampshire Avenue (MD650) - Colesville	Randolph Road	Spencerville Road (MD198)	4	MCDOT, MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
159	252 New Hampshire Avenue (MD650) - Ednor	Spencerville Road (MD198)	Ednor Road	2	MCDOT, MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
160	120 New Hampshire Avenue (MD650) - Hillandale	I-495	Lockwood Drive	1	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
161	47 Nicholson Lane/Parklawn Drive	Nebel Street	Twinbrook Parkway		MCDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
162	87 Norbeck Road (MD28)	Georgia Avenue (MD97)	Layhill Road	3	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
163	205 North Bethesda Trail Bridges	crossings of I-495 and I-270			MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$0
164	79 Norwood Road	Layhill Road (MD182)	New Hampshire Avenue (MD650)		MCDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
165	208 Observation Drive	Germantown Road (MD118)	Frederick Road (MD355)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
166	62 Old Baltimore Road/New Cut Road	Clarksburg Road (MD121)	Frederick Road (MD355)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
167	257 Old Columbia Pike	E. Randolph Road	MD 198		MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		\$0
168	228 Olney-Laytonville Road (MD108) - Laytonville	Laytonville Town boundary	Olney Mill Road		MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
169	236 Olney-Sandy Spring Road (MD108) - Ashton	Layhill Road (MD182)	Howard County line	2	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
170	194 Pedestrian Safety Program	Countywide			MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$9,600
171	126 Persimmon Tree Road	Oaklyn Drive	Falls Road (MD189)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
172	95 Piney Meetinghouse Road	River Road (MD190)	Darnestown Road		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
173	112 Quince Orchard Road	Dufief Mill Road	Darnestown Road (MD28)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
174	150 Randolph Road - central	Parklawn Drive	Veirs Mill Road (MD586)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
175	119 Randolph Road - east	Veirs Mill Road (MD586)	Kemp Mill Road/ Northwest Branch Trail		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
176	206 Randolph Road - west	Rockville Pike (MD355)	Parklawn Drive		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
177	183 Redland Road - east	Needwood Road	Muncaster Mill Road (MD115)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLR	In TIP	Status	Cost	
178	59 Redland Road - west	Shady Grove Metrorail station	Needwood Road	1	MCDOT, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
179	156 Richter Farm Road	Great Seneca Highway (MD119)	Clopper Road (MD117)		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$0	
180	221 Riffleford Road	Darnestown Road (MD28)	Germantown Road (MD118)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
181	101 River Road (MD190)	DC line	Seneca Road (MD112)	13	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
182	817 Robey Road	Greencastle Road	Briggs Chaney Road	1	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$8,142	
183	157 Rock Creek Trail-Forest Glen Metro connector	Stoneybrook Road	Seminary Road		MCDOT, Montgomery County, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
184	138 Rock Springs Connector	Democracy Boulevard	Tuckerman Lane		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
185	200 Seneca Road	River Road (MD190)	Darnestown Road (MD28)		MCDOT, MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
186	10 Seven Locks Road	Montrose Road	Bradley Blvd.	5	MCDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$27,000	
187	152 Shady Grove Road - east	Frederick Road (MD355)	Muncaster Mill Road (MD115)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	UC	\$0	
188	170 Shady Grove Road - west	Darnestown Road	Frederick Road (MD355)		MCDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$0	
189	819 Sidewalk and Infrastructure Revitalization				MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	\$44,762
190	231 Sidewalk Program - minor projects	countywide			MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$10,027	
191	209 Silver Spring Green Trail	Silver Spring Metro Station	Sligo Creek Hiker-Biker Trail		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$6,334	
192	820 Snouffer School Road	Sweet Autumn Drive	Centerway Road	1	MCDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$23,710	
193	68 Spencerville Road (MD198) - Fairland	Old Columbia Pike	Prince George's County line	2	MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
194	823 Street Tree Preservation				MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	\$24,900
195	821 Streetlight Enhancements - CBD/Town Center				MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	F	\$3,430
196	117 Tilden Lane	Nicholson Lane	Hounds Way		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
197	822 Traffic Signals				MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	F	\$35,106
198	824 Transportation Improvements for Schools				MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	\$1,796
199	825 Travilah Road	Darnestown Road	Dufief Mill Road	2	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$13,601	
200	46 Tuckerman Lane	Old Georgetown Road	Rockville Pike (MD355)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
201	76 Twinbrook Parkway	Frederick Road (MD355)	Veirs Mill Road (MD586)		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
202	88 University Boulevard	Georgia Avenue	Prince George's County Line		MCDOT, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost	
203	220 Viers Mill Road (MD586) - west	Twinbrook Parkway	Matthew Henson Trail	2	MCDOT, MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
204	229 Watkins Mill Road	Frederick Road (MD355)	MidCounty Highway		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
205	81 Wayne Avenue Green Trail	Spring Street	Sligo Creek Trail		MCDOT, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
206	233 West Cedar Lane	Old Georgetown Road	Beach Drive		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$0	
207	40 Western Avenue	River Road	Chevy Chase Circle		MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
208	185 Westlake Drive	Westlake Terrace	Tuckerman Lane		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$0	
209	230 Westlake Terrace/Fernwood Road/Green Tree Road	Rockledge Drive	Old Georgetown Road		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
210	826 White Flint District East				MCDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	F	\$29,400
211	827 White Flint District West				MCDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		F	\$98,642
212	84 Willard Avenue Bike Lanes	Willard Avenue Park	Wisconsin Avenue		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
213	121 Wilson Lane (MD188) - west	MacArthur Boulevard	Elmore Lane	2	MCDOT, MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
214	260 Wisconsin Avenue Path	Bradley Lane	Oliver Lane		MCDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
215	828 Woodfield Road Extended	Main Street	Ridge Road	1	MCDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$13,842	
216	83 Woodmont Avenue	Bethesda Avenue	Battery Lane		MCDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	

DRAFT

Key to Codes

B=Bridge or Tunnel C = Complete F = Fully Funded I = Intersection Improvement O = Other P = Partially Funded
 PK = Bicycle Parking R = Bicycle Route Marking S = Streetscape U = Unfunded UC = Under Construction

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost
Prince George's County												
217	188 Addison Road	MD 214	Walker Mill Road		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$2,343
218	581 Adelphi Road Sidewalks and Bike Lanes	MD 193	MD 410	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,400
219	77 Allentown Road	MD 5	Old Fort Road		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	
220	111 Anacostia River Trail	Bladensburg Marina	Wash. D.C. line		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$500
221	247 Auth Road	MD 337 (Allentown Road)	MD 5 (Branch Avenue)		Prince Georges County	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$450
222	594 Auth Road Sidewalks and Bike Lanes	MD 337	Auth Way	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,000
223	155 Bock Road	Livingston Road	Tucker Road		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
224	133 Brinkley Road	Allentown Road	St. Barnabas road		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	
225	53 Cabin Branch Trail	MD 214	Cheverly Metro		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$260
226	108 Cabin Branch Trail	Presidential Corporate Center	Western Branch		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$1,350
227	588 Charles Branch Trail	Rosaryville Creek	Western Branch	0	M-NCPPC, Prince Georges County, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$4,000
228	125 Chesapeake Beach Rail-Trail	MD 214	Capital Beltway		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$650
229	135 Chesapeake Beach Rail-Trail	MD 704	Addison Road Metro		M-NCPPC, Prince Georges County, City of Seat Pleasant	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$200
230	124 Chesapeake Beach Rail-Trail	Capital Beltway	Upper Marlboro		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,080
231	573 Chestnut Avenue/Highbridge Road Sidepath	MD 450	MD 564	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,512

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost
232	5 Collington Branch Trail	MD 214	Upper Marlboro	6	M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$2,000
233	23 East Coast Greenway American Discovery Trail	Washington D.C.	Anne Arundel County		MDOT, M-NCPPC, Prince Georges County	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
234	833 Edmonston Road Complete and Green Street	MD 201	51st Street	0.5	Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$4,379
235	839 Evarts Street Bike Lanes	I-495	Ruby Lockhart Boulevard	0.2	Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	
236	55 Folly Branch Trail	Bald Hill Branch	Glenwood Park Neighborhood Park		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$1,000
237	218 Fort Foote Road	Oxon Hill Road (north)	Oxon Hill Road (south)		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
238	163 Fort Washington Road	MD 210	Fort Washington National Park		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	
239	168 Good Luck Road	MD 193	MD 201		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	
240	569 Gunpowder Road Sidepath and Bike Lanes	MD 212	MD 198	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$2,000
241	834 Harry S Truman Drive Complete and Green Street	Mt. Lubentia Way	Lottsford Road	1.6	Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$15,075
242	52 Henson Creek Trail extension	Brinkley Road	Branch Avenue Metro		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$1,367
243	739 I-95/I-495 Capital Beltway	Auth Way	I-495/I-95 Phase 2 (Acces Road	1	MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	3,000,000
244	798 Improve Ped Crossing at Suitland Pkwy Forestville				National Park Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>		\$367
245	580 Iverson Street Sidewalks and Bike Lanes	MD 5	Iverson Place	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$700
246	582 Jamestown Road Sidewalks and Bike Lanes	MD 500	Ager Road	0	Prince Georges County, M-NCPPC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,000
247	571 Jericho Park Road Sidepath and Bike Lanes	MD 197	Race Track Road	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$385

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLR	In TIP	Status	Cost	
248	587 Little Paint Branch Trail Extension	Cherry Hill Road	Sellman Road	0	M-NCPPC, Prince Georges County, DPW&T	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$5,000	
249	6 Livingston Road	Oxon Hill Road	MD 210		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U		
250	726 MD 117, Collington Road	Kenhill Dr.	MD 450	1.4	MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	4,100,000	
251	109 MD 193	MD 564	Montgomery Co. line		MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0	
252	592 MD 197 Sidepath	MD 198	Rockledge Drive	0	MDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$18,000	
253	753 MD 201 (Edmonston Road/US 1 Balimore Ave.)	I-95	Muirkirk Road	18	MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	6,000,000	
254	729 MD 210, Indian Head HWY				MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	4,574,000	
255	788 MD 223 Piscataway Rd	Steed Rd	MD 4	8	MDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$1,140	
256	589 MD 223 Sidepath	MD 4	Livingston Road	0	MDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$15,000	
257	728 MD 28, Norbeck Rd/MD 198 Spencerville Road	MD 97	I-95	11	MDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	U	5,000,000	
258	727 MD 3, Robert Crain HWY	US 50	MD 32	8.9	MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	U	6,400,000	
259	590 MD 4 Sidepath	I-495	Southern Avenue	0	MDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$4,000	
260	723 MD 4, Pennsylvania Ave (Suitland PKWY Interchange)	MD 4 Suitland PKWY			MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	O	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	3,000,000
261	722 MD 4, Pennsylvania Ave.	I-95/I-495	MD 223	3.1	MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	7,300,000
262	730 MD 450 Annapolis Road	Stoneybrook Dr.	West of MD	1.7	MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	O	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	U	1,000,000
263	570 MD 450 Sidepath and/or wide sidewalks	Seabrook Road	US 1	0	MDOT, SHA	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$3,000	
264	740 MD 5 Branch Ave (Interchange at MD 373/Brandywine)	At BrandyWine Road (MD 373/381)		0.9	MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	3,000,000	
265	578 MD 564 Sidepath and Bike Lanes	MD 197	MD 450	0	MDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$10,000	
266	116 MD 564 Sidepath and Bike Lanes	MD 197	MD 450		Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$4,000	
267	591 MD 704 Sidepath and Bike Lanes	MD 450	Eastern Avenue	0	MDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$60,000	
268	721 MD210, Indian Head HWY	I-95/I-495	MD 228	10	MDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	U	2,700,000

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost
269	574 Mitchellville Road Sidepath	Mt. Oak Road	US 301	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$768
270	838 Montpelier Road Complete and Green Street	MD 197	200 feet south of Carland Place	1.4	Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	
271	577 Old Chapel Road Sidewalk and Bikeway	MD 197	Race Track Road	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$2,000
272	235 Old Fort Road	MD 210	Fort Washington Road		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
273	51 Oxon Hill Road	MD 210	Livingston Road		Prince Georges County, DPW&T	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	UC	\$0
274	139 Oxon Hill Road (MD 414)	MD 210	St. Barnabas Road		MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$350
275	586 Oxon Run Trail	Southern Avenue	Naylor Road	0	M-NCPPC, Prince Georges County, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,100
276	835 Paint Branch Parkway Complete and Green Street	River Road	MD 201	0.9	Prince William Co. DPW	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$2,540
277	836 Paint Branch Parkway Complete and Green Street	MD 201	River Road	0.8	Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$2,540
278	78 Piscataway Creek Trail	Dower House Branch near Cheltenham	Potomac River		M-NCPPC, Prince Georges County, National Park Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$2,300
279	115 Potomac Heritage On-Road Bicycle Route	Oxon Cove Park	Piscataway		Prince Georges County, DPW&T	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$0
280	198 Prince George's Connector	Chillum Road	Gallatin Street		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$400
281	585 Princess Garden Parkway Sidewalks and Bike Lanes	MD 450	Good Luck Road	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$700
282	579 Prospect Hill Sidewalks and Bike Lanes	Hillmeade Road	MD 953	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$800
283	583 Queen Chapel Road Sidewalks and Bike Lanes	MD 410	Eastern Avenue	0	MDOT, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$5,000
284	572 Race Track Road Sidepath and Bike Lanes	MD 450	MD 197	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,900

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost
285	850 Rhode Island Avenue Trolley Trail Ext. Phase I	Queensbury Road	US 1	1	M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	
286	553 Rhode Island Avenue Trolley Trail Ext. Phase II	Farragut Street	Armentrout Drive	0	M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$1,500
287	593 Ritchie Branch Trail	Marlboro Pike	Walker Mill Road	0	M-NCPPC, Prince Georges County, M-NCPPC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$2,000
288	186 Ritchie Marlboro Road	Old Marlboro Pike	Capital Beltway		Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$1,100
289	840 Ruby Lockhart Boulevard	Evarts Street	St. Joseph's Drive	0.6	Prince Georges County	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	
290	575 Silver Hill Road Sidewalks and Bike Lanes	MD 5	Walker Mill Road	0	MDOT, DPW&T	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,680
291	576 St. Barnabas Road Sidewalks and Bike Lanes	Silver Hill Road	Livingston Road	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$2,500
292	54 Suitland Parkway Trail	Washington D.C.	MD 4	6	National Park Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
293	837 Swan Road Complete and Green Street	MD 458	200 feet south of Swann Place	0.7	Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$4,885
294	21 Temple Hills Road	Saint Barnabas Road	Piscataway Road		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	
295	213 Tinkers Creek Trail	MD 5	Piscataway Creek		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$1,600
296	253 Tucker Road	Saint Barnabas Road	Allentown Road		Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
297	100 US 1	Sunnyside Avenue	Contee Road		MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$1,000
298	118 US 1 (College Park)	Sunnyside Avenue	Albion Road		MDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
299	724 US 1, Baltimore Ave	College Ave	I-95/I-495	4.6	MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	U	3,000,000
300	725 US 301, Crain Highway	Mount Oak Road	US 50	2	MDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	U	3,800,000
301	841 Walker Mill Road bike lanes	Southwest Branch	Beechnut Road	0.7	M-NCPPC, Prince Georges County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	
302	852 WB&A Spur Trail			1	M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLR	In TIP	Status	Cost	
303	201 WB&A Spur Trail	WB&A Trail	Fran Uhler Natural Area		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	UC		
304	249 Western Branch Trail	Lottsford Road	Upper Marlboro		M-NCPPC, Prince Georges County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$3,100	
305	584 Whitfield Chapel Road Sidewalks and Bike Lanes	MD 704	MD 450	0	Prince Georges County, M-NCPPC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$800	
306	196 Woodrow Wilson Bridge	Oxon Hill Road	Virginia		M-NCPPC, Prince Georges County, MDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	B	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$0
Region-wide													
307	751 WMATA Maryland Metrorail Crossing Improvements				WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$1,363	
308	748 WMATA Maryland Metrorail Sharrows and Bike Lanes			8	WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$341	
309	745 WMATA Maryland Metrorail Sidewalk/ Pathway Project			5	WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$2,073	
Rockville													
310	559 Accessible Pedestrian Signals	Citywide project		0	City of Rockville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	UC	\$1,129
311	24 Bicycle Route System Improvements	Citywide project			City of Rockville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,057	
312	167 Millennium Trail South - Wootton Parkway	W. Edmonston Dr	Veirs Mill Rd	1	City of Rockville, Maryland State Highway Administration	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$905	
313	161 Ped/Bike Bridge Over I-270 along MD 28	Adclare Rd and Nelson Street	Darnestown Road	2	City of Rockville, Maryland State Highway Administration	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	C	\$4,714
314	216 Pedestrian Safety	Citywide project			City of Rockville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	UC	\$1,366	
315	560 Rockville Intermodal Access - Baltimore Road	Rockville Town Center	City limit	0	City of Rockville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$6,393	
316	818 Rockville Sidewalk Extensions			1	MCDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$532	
317	143 Sidewalks	Citywide project		2	City of Rockville	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	UC	\$1,422	

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost
Takoma Park												
318	50 Carroll Avenue Bike Lanes	DC Line	Piney Branch Road		MDOT, Takoma Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$0
Town of Emmitsburg												
319	546 Emmitsburg Greenway Trail	Emmitsburg	Emmitsburg	0	Frederick County, Town of Emmitsburg	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$2,500

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost
VA												
320	801 Mt Vernon Trail Bridges				National Park Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	\$1,500
321	796 North Park Trail Connection				National Park Service, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P \$1,200
322	799 Re-alignment of Mt. Vernon Trail at Daingerfield I				National Park Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	\$713
323	800 Theodore Roosevelt Island Trailhead Improvements				National Park Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F \$500
Alexandria, Fairfax County, Falls Church, Loudoun												
324	651 VA 7 Trail	Leesburg	Alexandria		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost	
Arlington County													
325	384	ADA sidewalk upgrades			Arlington County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	UC	\$100
326	859	Arlington Bicycle Network			Arlington County, NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$10,000
327	609	Arlington Blvd. Irving St. HSIP	Arlington Boulevard	Irving Street	Arlington County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$473
328	610	Arlington Blvd. Park Drive HSIP	Arlington Boulevard	Park Drive	Arlington County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$495
329	601	Arlington Blvd. Trail improvements	Pershing Drive	Washington Blvd.	1 Arlington County, VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$800
330	123	Arlington Boulevard Trail Improvements	10th Street overpass	Washington Boulevard	0.8 Arlington County, Arlington County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	\$670
331	19	Army Navy Country Club Emergency Access Drive	S. Queen St.	Army Navy Country Club (Private Drive)	0.2 Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	U	\$5,000
332	599	Army Navy Drive/Joyce St. bike facilities	S. Joyce Street	12th Street South	1 Arlington County, FHWA, VDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,000
333	611	Arterial Street Safety improvements			Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	\$800
334	618	Capital Bikeshare - Arlington			Arlington County, DDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	UC	\$5,423
335	604	Carlin Spring Rd. bridge replacement	Carlin Springs Rd.	North George Mason Drive	0 Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	F	\$550
336	686	Clarendon Blvd Trail	Wilson Blvd	Washington Blvd	NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
337	608	Columbia Pike Complete Streets	Frederick St.	Fairfax County Line	3 Arlington County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$2,000
338	612	Complete Streets (R-B corridor)			Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	\$300
339	865	Crystal City Complete Streets			NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	P	\$2,000
340	383	CUSTIS TRAIL WESTOVER UNDERPASS @ I-66			Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$75
341	605	Doctor's Run Trail	South Quincy Street	South George Mason Drive	0 Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$500
342	653	Four Mile Run Trail	Shirlington Road	Glebe Road	NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
343	313	General Trail Improvements			0 Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	UC	\$100

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLR	In TIP	Status	Cost
344	698 George Mason Drive Trail	Old Dominion Drive	Four Mile Run Drive		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	
345	514 Glebe Road Bridge Replacement	500' south of Route 50	500' north of route 50	0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,950
346	518 Glebe Road Pedestrian Crossings	Fairfax Drive	North Carlin Springs Road	0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$2,780
347	311 I-395 Shirlington Underpass, Four Mile Run Trail	Shirlington Rd	West Glebe Rd	0	Arlington County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$2,000
348	602 Kirkwood Rd. sidewalks	Lee Highway	14th Street North	1	Arlington County	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$400
349	598 Long Bridge Park Esplanade Bridge	Boundary Drive	GW Parkway	0	Arlington County, FHWA, VDOT, NPS	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	U	\$2,000
350	644 Metrorail Trail	Cameron Street	Cyrstal City		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
351	607 Old Dominion Drive Complete Streets	N. Glebe Rd.	Fairfax Co. line	1	Arlington County, VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$2,000
352	310 Old Dominion Drive Complete Streets (phase I)	Lee Highway	N. Glebe Rd.	0	Arlington County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,000
353	219 Old Jefferson Davis Highway/ Mount Vernon Trail CO				National Park Service	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
354	147 Potomac Yard/Four Mile Run Trail	Potomac Avenue	Four Mile Run Trail	0.1	Arlington County, City of Alexandria	<input type="checkbox"/>	<input checked="" type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	P	\$1,500
355	606 Priority Bus Stop improvements				Arlington County, WMATA	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$450
356	110 Route 110 Trail	Memorial Dr	Pentagon North Parking Lot	0.7	Arlington County, National Park Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	F	\$734
357	603 Shirlington Rd. bridge replacement	Shirlington Rd.	Four Mile Run		Arlington County	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,000
358	692 US 50 Trail	Wilson BLVD	Nottingham Street		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
359	179 VA 120 (Glebe Road)	N. Randolph Street	Fairfax Drive		Arlington County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$2,500
360	664 VA 237 Trail	Glebe Road	Washington BLVD		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
361	699 VA 27 Trail	Arlington Blvd	Columbia Pike		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
362	315 Washington Blvd Trail Phase I	Arlington Blvd	Walter Reed	0	Arlington County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$350
363	600 Washington Blvd. Trail (phase II)	S. 2nd Street	Columbia Pike	1	Arlington County,	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$1,500

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost
364	685 Wilson blvd Trail	Wilson Blvd	Key Bridge		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Arlington County, District of Columbia												
365	27 Rosslyn Circle & Lynn Street improvements	N. Lynn St	Ft. Myer Dr	0.3	Arlington County, VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F \$5,500
Arlington County, Fairfax County												
366	192 Mount Vernon Trail Extension	Beltway	Theodore Roosevelt Island		National Park Service, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost	
City of Alexandria													
367	844	Access to Transit	King Street	Callahan Drive	0	City of Alexandria	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	\$1,200
368	633	Alexandria Local Trail	Eisenhower	Reinkers		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	
369	564	Bicycle Parking and Racks-on-Buses	various	various	0	City of Alexandria	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	C	\$2,300
370	847	Bicycle Parking at Major Transit Stops	various	various		City of Alexandria, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	P	<input type="checkbox"/>	<input type="checkbox"/>	F	\$400
371	759	Capital Bikeshare	Citywide	Citywide		City of Alexandria, VDOT	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$3
372	761	Crystal City to Cameron Street Trail	Crystal City	Cameron Street	4	NVTA, WMATA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,000
373	129	Duke Street Pedestrian Bridge	Cameron Station	Ben Brenman Park	1	City of Alexandria	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$750
374	80	Duke Street Pedestrian Improvements	Duke Street	Carlyle Avenue	1	City of Alexandria	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$195
375	64	Duke Street Sidewalk Improvements at I-395	Oasis Drive	Walker Street	0.5	City of Alexandria, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$1,210
376	845	Edsall Rd and S Picket St Pedestrian Improvements	Edsall Road	South Pickett Street		City of Alexandria, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	\$400
377	561	Eisenhower Ave Complete Street	Stovall	Holland	0	City of Alexandria, VDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$14,000
378	34	Eisenhower Multi-Use Trail	Cameron Run East	Telegraph Road	2	City of Alexandria	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$1,600
379	860	Holland Avenue Trail				NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$5,000
380	98	Holmes Run Greenway Tunnels/Grade Separation	N Ripley	Beauregard	1	City of Alexandria	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$4
381	777	I-395 Seminary Road HOV Ramp and Ped bridge			0.4	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	
382	37	I-95/I-495 Woodrow Wilson Memorial Bridge - Trail	Prince George's County, MD	Mount Vernon Trail, Alexandria	2	City of Alexandria	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$24,400
383	217	King Street/Beauregard Intersection	Beauregard/Walter Reed Dr.	28th Street	1	City of Alexandria, VDOT	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$11,000
384	758	Mount Vernon Trail at Abingdon	Slater's Lane	Pendleton Street	1	City of Alexandria, VDOT	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$750
385	565	Old Cameron Run Channel Trail	Mill Road	South Payne Street	0	City of Alexandria	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$1,000

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost	
386	563 On-Street Bikeways	various	various	0	City of Alexandria	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	P	\$1,000	
387	130 Pedestrian Improvements on Mount Vernon	Reed	Reed	0	City of Alexandria	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	C	\$500	
388	26 Potomac Yard Park/Landbay K	Braddock Road Metro	Four Mile Run	2	City of Alexandria, VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	UC	\$9,000	
389	862 Reconstruct Holmes Run Trail	North Ripley Street	I-395	1	NVTA, City of Alexandria	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$5,000	
390	780 Rt. 7/King Street bridge over I-395	0.3 miles East	0.3 miles West	0.6	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input checked="" type="checkbox"/>	P	
391	773 Rt. 95 Jones Point Reforestation - w/ trails	0.4 miles east of Rt. 1	0.8 miles east of Rt. 1	0.9	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	
392	562 Safe Routes to School	Charles Barrett Elementary School	Charles Barrett Elementary School	0	City of Alexandria, VDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$4,300	
393	757 Safe Routes to Schools	Citywide	Citywide		City of Alexandria	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	\$275
394	99 Sidewalk/Trail Construction- Holmes Run/Chambliss	Citywide	Citywide	1	City of Alexandria, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	UC	\$750	
395	691 VA 236 Trail	Wakefeild Drive	Van Dorn Street		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
396	756 Wilkes Street Bikeway	Royal Street	N Fayette Street	1	City of Alexandria	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$180	
397	131 Wilkes Street Tunnel	South Royal	South Union	0	City of Alexandria	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$770	
City of Alexandria, Arlington County													
398	566 Four Mile Run Pedestrian and Bicycle Bridge	S Eads	Commonwealth Ave	0	Arlington County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$6,000	
City of Alexandria, Fairfax County													
399	71 Woodrow Wilson Bridge Project	Md State Line	Telegraph Road	2	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	B	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	
City of Fairfax													
400	58 Accotink Gateway Connector Trail	Daniel's Run	Pickett Road	1	VDOT, City of Fairfax	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$1,762	
401	521 Route 29 Spot Improvements			0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$6,677	
402	175 US 29 (Lee Highway) Fairfax Circle	@ US 50			VDOT, City of Fairfax	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$11,586
City of Falls Church													
403	858 Falls Church Complete Streets				City of Falls Church, NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	U	\$2,000

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLR	In TIP	Status	Cost	
City of Manassas													
404	262 Old Town Manassas City Square, Walkways, & Crosswa	Phase I and Phase II			VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$557
City of Manassas Park													
405	63 Manassas Drive Sidewalk	Andrew Drive	Euclid Avenue		VDOT, City of Manassas Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$195
District-wide													
406	8 Bicycle Parking (M-70A)	District-wide			VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	<input type="checkbox"/>	<input type="checkbox"/>	C	
407	180 Interstate Bicycle Route 1	14th street bridge Arlington County	Southern Prince William County border	54	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	F	\$100
408	225 NOVA signal Program	District-wide			VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	\$9,000
Fairfax County													
409	674 Old Ox Road Trail	Old Ox Road	Herndon Parkway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
Fairfax and Arlington Counties, City of Falls Church													
410	778 I-66 Corridor Multimodal study	I-495	Theodore Roosevelt Bridge	17	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLR	In TIP	Status	Cost
Fairfax County												
411	103 Accotink Gateway Connector Trail	King Arthur Drive	Wakefield Park	1	VDOT, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$2,619
412	264 Accotink Stream Valley Trail - Dam to Hunter Villa	Lake Accotink Park	Hunter Village Drive	0	Fairfax County Park Authority	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$400
413	386 Arlington Boulevard	Patrick Henry Drive		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C
414	267 Arlington Boulevard	Graham Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F
415	268 Arlington Boulevard (US 50)	Jaguar Trail	Seven Corners	0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F \$3,000
416	387 Arlington Boulevard Pedestrian Bridge	Peyton Randolph Drive	Seven Corners Shopping Center	0	Fairfax County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	C \$5,200
417	785 ARRA-C, Fairfax County Parkway(with 95549)	0.64 miles north of exit 166),16 miles west of exit 166	3.1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	O	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F
418	648 Backlick Road Trail	Lee Highway	Capital Beltway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U \$9,900
419	640 Backlick Run Trail	Backlick Road	Clermont Ave	5	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U \$15,900
420	638 Beltway Trail	Dolley Madison Boulevard	Live Oak Drive		NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U \$11,900
421	918 Beulah Road Walkway			1.0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F \$2,650
422	166 Beulah Street	Franconia Road	Franconia-Springfield Parkway	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C \$15,094
423	946 Bobann Drive Bikeway			0.9	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C \$1,400
424	392 Braddock Road	Wakefield Chapel Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F
425	391 Braddock Road	Rolling Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F
426	389 Braddock Road	Guinea Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F
427	639 Braddock Road Trail	Guinea Road	Little River Turnpike		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	
428	114 Burke Center Parkway	Marshall Pond Road	Burke Lake Road	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C \$1,900
429	191 Burke Lake Road Widening	Fairfax County Parkway	Lee Chapel Road	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C \$7,000
430	965 Burke Road Lane Diet and On-Road Bike Lanes			1.3	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F \$40
431	646 Capital Beltway Ramp Trail	I-95	US 1		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	
432	394 Centreville Road	Compton Road		0	Fairfax County Park Authority	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C
433	395 Centreville Road	Green Trails Boulevard		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLR	In TIP	Status	Cost
434	397 Centreville Road	Sunrise Valley Drive		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
435	396 Centreville Road	New Braddock Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	
436	867 Cinderbed Bikeway	Fort Belvoir	Franconia-Springfield Metrorail Station.	3	Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	
437	557 Clarks Branch Bridge at Riverbend Park	Clarks Branch		0	Fairfax County Park Authority	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$500
438	402 Columbia Pike	Powell Lane	Homes Run	0	Fairfax County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,106
439	30 Cross County Trail	Great Falls Park to Alban Road	Lake Accotink Dam to Hunter Village Drive segment	5	VDOT, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$1,060
440	403 Cross County Trail			0	Fairfax County Park Authority	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
441	960 Cross County Trail (CCT) Pavement Upgrades			2	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$876
442	404 Cub Run Valley Stream Connections	Samuels Pine Rd	Cub Run Rec Center / Schneider's Branch	0	Fairfax County Park Authority	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$625
443	405 Danbury Forest	Lake Accotink Park	Danbury Forest Dr	0	Fairfax County Park Authority	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$376
444	407 Dolley Madison Boulevard	Great Falls Street/Lewinsville Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
445	212 Dranesville Road Widening	Herndon	Route 7	2	VDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$18,000
446	176 Fairfax County Parkway	123	7	10	VDOT, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$122,000
447	408 Fairfax County Parkway	Old Keene Mill Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
448	595 Fairfax County Pedestrian Program			0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	\$58,000
449	666 Fairview Avenue Trail	Center Street	Oakview Dr		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
450	967 Fox Mill Road Walkway from Fairfax County Parkway			1.1	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$2,400
451	636 Franconia-Springfield Parkway Trail	Loisdale Road	Beulah		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
452	516 Gallows Road On Road Bicycle Facility	Lee hwy	Old Courthouse Road	0	VDOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$1,099
453	304 Georgetown Pike Multi-Use Path	I-495	Route 7	2	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$845
454	955 GMU-Fairfax City-Vienna Metrorail Bike Route			5.1	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$10

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLR	In TIP	Status	Cost	
455	966 Government Center Area Bicycle Demonstration Proje			3.1	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$180	
456	49 Great Falls Street Trail	Crutchfeild Street	Hutchinson Street		Fairfax County, VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$596	
457	655 Haycock Road Trail	Broad Street	I-66		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
458	637 Hayfield Road Trail	Manchester Road	Telegraph Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
459	421 Holmes Run Stream Valley	Columbia Pike	Glenn Hills Park / Alexandria	0	Fairfax County Park Authority	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,268	
460	954 Hunter Village Drive Shoulder Widening			0.9	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$1,600	
461	18 Huntington Metro Station Vicinity	Pedestrian Improvements			VDOT, Coalition for Smarter Growth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$174
462	947 I-495 Express Lanes Ped/Bike at Chain Bridge Road			1.3	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$1,750	
463	548 I-495 HOT Lanes	Hemming Avenue	Old Dominion Road	0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	
464	689 I-66 Trail	Sully Road	Paddington Lane	3	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$6,000	
465	779 I-95NB directional off ramp to NB Ffx Co. Pkway	Exit 166	0.6 miles from Exit 166	0.6	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	P	
466	948 Idylwood Road Trail (TMSAMS)			0.7	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$1,050	
467	951 Lake Braddock Drive Road Diet			2.3	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$40	
468	428 Lee Highway	Monument Drive		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C		
469	443 Leesburg Pike	Tyco Road/Westwood Center Drive		0	Fairfax County, WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F		
470	442 Leesburg Pike	South Jefferson Street		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
471	439 Leesburg Pike	Magarity Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
472	444 Leesburg Pike	Tysons Square Center Entrance		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	
473	445 Lewinsville Road	Balls Hill Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
474	449 Little River Turnpike	Oasis Drive	Beauregard	0	VDOT, Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$933
475	448 Little River Turnpike	Braddock Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	C	
476	255 Lorton Road Widening	US 1	Route 748	1	VDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$9,000	

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost
477	682 Manassas Clifton Trail	Park Center Ct	South County East West Trail		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
478	337 Manchester Road Trail	Beulah Street	Hayfield		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	
479	957 Mason Neck Trail 2B			1.9	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$2,290
480	681 Mt Vernon Trail Ext.	Potomac Heritage Trail	GW Parkway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
481	455 North Kings Highway	Huntington Metro		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	F	
482	193 NoVi (Northern Vienna) Trail	Phase I			VDOT, Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$303
483	460 Old Keene Mill Road	Shiplett Boulevard		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	C	
484	461 Old Keene Mill Road	Sydenstricker Road		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	C	
485	774 Phase 1 - Maintenance of Ffx County Parkway Trail				VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$350,000
486	775 Phase 2 - Maintenance of Ffx County Pkwy Trail				VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	F	\$350,000
487	554 Pohick Stream Valley CCT reroute	Dominion Powerline Easement	Forest View	0	Fairfax County Park Authority	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$650
488	555 Pohick VRE Trail (Pohick Stream Valley Rail-Trail)	Burke Station VRE	Burke Village Shopping Center	1	Fairfax County Park Authority, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,270
489	642 Potomac Heritage Trail	Northern End fo Beltway Trail	american legion bridge		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$235,100
490	484 Richmond Highway	Old Mill Road/Mt. Vernon Memorial Highway		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	C	
491	945 Richmond Highway from Old Mill Road/Jeff Todd Way			3.4	Eastern Federal Lands Highway Division	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	UC	\$180,000
492	479 Richmond Highway Pedestrian Safety Improvements	Ladson Ln, Lukens Ln, Backlick Rd, Kings,	Belford Drive S., Frye Road, Mohawk Lane	0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	P	
493	280 Roberts Road	Braddock Road	Shenandoah Lane	0.3	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	
494	214 Route 1 widening	Telegraph Road	Lorton Road	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$23,326
495	524 Route 29 Bridge Replacement over Rocky Run			0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	UC	\$15,000
496	527 Route 50 Intersection Improvements @ Patrick Henry			0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$786

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLR	In TIP	Status	Cost	
497	959	Route 50 Trail from West Ox Road to East of Lee Ro		4.9	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$1,400	
498	949	Route 7 Walkway (TMSAMS)		4.4	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$5,375	
499	105	Route 7 Widening	Rolling Holly Drive	Tyco Road	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$37,263
500	776	Rt. 7 widen to 6 lanes - PE only	Reston Ave	Jarrett Valley	6.9	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	
501	952	Scotts Run Walkway (TMSAMS)		0.6	Fairfax County Park Authority	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$2,300	
502	961	Sherwood Hall Lanes Marking Plans		1.8	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$50	
503	963	Shipplett Boulevard On-Road Bike Lanes		1.2	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$40	
504	950	Silverbrook Road Walkway from Hooes Road to South		1.1	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$2,300	
505	650	South County East West Trail	Manassas Clifton Trail	I-395	NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
506	556	Spring Hill Rec Center Connector	Spring Hill Recreation Center	Spring Hill Farm HOA	0	Fairfax County Park Authority	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$120	
507	861	Springfield to Tysons Corner Trail	Springfield	Tysons	NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$1,900	
508	284	Stringfellow Road	Fair Lakes Boulevard	Route 50	2	VDOT, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	UC	\$46,000
509	958	Sunrise Valley Drive Sidewalk (RMAG)		1.9	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$4,284	
510	953	Sunrise Valley Drive Walkway (DCBPA)		1.0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$1,750	
511	956	Sunrise Valley Drive Walkway (DCBPA)		1.0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$2,000	
512	285	Sunset Hills Road	Plaza America		0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	UC	
513	645	Telegraph Road Trail	Richmond Highway	King Highway	2	NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
514	962	Telegraph Road Walkway from Huntington Avenue to R		2.4	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F	\$2,100	
515	515	Telegraph Road Widening	Leaf Road	South Kings Hwy	0	VDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$97,000
516	199	Trail and Pedestrian Improvements	Fairfax County wide		VDOT, Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$1,600
517	29	Trail Construction/Linway Terrace Safety Upgrade	6330 Linway Terrace	6332 linway Terrace		Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$43
518	290	Trap Road	Wolf Trap Farm Park	Beulah Road	1	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$2,242

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLR	In TIP	Status	Cost
519	177 Tysons Corner	Pedestrian Improvements Identified by	the HJR 276 Committee		VDOT, Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$123
520	292 Tysons Priority Access Improvement Projects			0	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
521	687 US 29 Trail	Dixie Hill Road	Vietch Street		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		\$1,900
522	305 US 29 Widening	WEST MERRILEE DRIVE	ROUTE I-495	1	VDOT, Fairfax	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$119,000
523	137 US 50 install median barrier & fence	VA 7	Patrick Henry Drive	0	VDOT, Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$601
524	256 US 50 Pedestrian Bridge	Vicinity of the Seven Corners Shopping Center			VDOT, Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$5,353
525	85 US 50 Pedestrian Improvements	Jaguar Trail	Seven Corners		VDOT, Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$3,000
526	688 US 50 Trail	Nutley Street	Arlington Blvd		NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$19,900
527	669 US Bike 1 Trail	US 1	VA 123		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
528	189 VA 193 - Georgetown Pike Trail	Innsbruck Road	River Bend Road	4	VDOT, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$1,468
529	663 VA 28 Trail	Walney Road	Dulles Toll Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
530	694 VA 638 Trail	South County East West Trail	I-95		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
531	635 VA 7100 Trail	Monument Drive	Lee Chapel		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
532	14 Walker Road Trail	Columbine Street	Colvin Run Road	2	VDOT, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$447
533	772 Walney Road Bridge Replacement/widening			0.6	VDOT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	
534	239 West Ox Road (route 608)	Ox Trail Road	Lawyers Road	2	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$11,300
535	964 Westmoreland Street On-Road Bike Lanes			1.1	Fairfax County	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	\$40
536	755 Widen Rt. 7 w/ paths on both sides	Reston Ave	Reston Pakway	0.5	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	U	
Fairfax County, Prince William County												
537	863 US 1 Bike Trail	Stafford County	I-495	30	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$75,500
Fairfax, Loudoun, Prince William County												
538	659 Tri-County Parkway Trail	Braddock Road	Sudley Road	6	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,300

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLR	In TIP	Status	Cost
Loudoun County												
539	678 Algonkian Parkway Trail	Harry Bird Highway	Unnamed 5		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
540	528 Atlantic Blvd	Church Road (Rt. 625)	Magnolia Road (Rt. 1525)	0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$24,000
541	715 Atlantic Blvd & Warp Dr Signal				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F
542	709 Atlantic Boulevard Bike & Ped Improvements	VA Route 7	Magnolia Road		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	P
543	641 Atlantic Boulevard Trail	Harry Bird Highway	Church Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
544	269 BATTLEFIELD PARKWAY - 4 LANES ON 6 LANE R/W	KINCAID BOULEVARD	ROUTE 7	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$30,000
545	857 Belmont Ridge Road Trail	VA 7	Ryan Road	5	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$4,400
546	672 Berlin turnpike Trail	Harpers Ferry Bridge WV	Charles Town Pike		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
547	719 Cascades Parkway Trails	Old Vestals Gap road	Loudoun Park Lane		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F
548	705 Claiborne Parkway	Ryan Road	Croson Lane		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F
549	661 Claiborne Parkway Trail	Loudoun County Parkway Trail	Ryan Road		NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$300
550	519 Clarks Gap Ped Signals			0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,500
551	703 Crosstrail Boulevard	Sycolin Road	Kincaid Boulevard		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F
552	652 Dulles Toll Road Trail	Sully Road	Memorial Highway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
553	270 Loudoun Cnty Pkwy WIDEN UNPVD 2 LN TO 4 LNS DIV ON	1.9 MILES SOUTH ROUTE	0.5 MILE SOUTH ROUTE 7	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$12,000
554	671 Loudoun County Parkway Trail	Ryan Road	W&OD Trail		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	
555	657 Loudoun County Parkway Trail	Mosby highway	Ryan Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
556	714 Loudoun County Pkwy & Center St Signal				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	P
557	700 Old Ashburn Sidewalks	Partlow Road	W&OD Trail		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F
558	717 Old Ox Road & US Route 50 Interchange				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	F
559	309 Old Ox Road Widening (Rt. 606)	Mills Road (Rt. 621)	Dulles Greenway (Rt. 267)	5	VDOT,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$49,450
560	768 Pacific Blvd 4 lane reconstr.-new alignment			0.7	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C
561	769 Pacific Blvd Loudoun 1036 widen to 4 lanes			0.4	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLR P	In TIP	Status	Cost
562	271 PACIFIC BOULEVARD (MPO PROJECT	AUTOWORLD DRIVE (NORTHERN TERMINUS	SEVERN WAY	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$10,000
563	710 Potomac View Road Pedestrian Improvements	S. Cottage Road	Business driveway		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	
564	711 River Creek Parkway Pedestrian Improvements	Fort Evans Road	Potomac Station Drive		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	P	
565	704 Riverside Parkway	River Creek Parkway	Upper Meadow Riverlook Drive		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	
566	526 Route 7 Sidewalk	NORTH SIDE OF WEST MAIN STREET; NORTH 28TH STREET;	NORTH 33RD STREET	0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$845
567	771 Rt. 606 Loudoun County Parkway/Old Ox Rd.	1.6 miles west of Rt. 267	Rt. 267	1.8	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	
568	770 Rt. 606 Loudoun County Parkway/Old Ox Rd.	Rt. 621	Rt. 267	5.2	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	I	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	
569	786 Rt. 659 - Reconstruct (Belmont) to 4 lanes w/ path	0.26 M south of Portsmouth	0.23 M North of Gloucester Parkway	1.4	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	O	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
570	701 Rural Splitter at Rt 659 & W&OD Trail				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	P	
571	702 Russell Branch Parkway	Ashburn Village Boulevard	Ashburn Road		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	F	
572	658 Shaw Road Trail	W&OD Trail	Dulles Toll Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
573	708 Sterling Boulevard	W&OD Trail	Chase Heritage Circle		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	
574	712 Sycolin Road & Loudoun Center Place Signal				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	
575	706 Tall Cedars Parkway	Pinebrook Road	Gum Springs Road		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	F	
576	713 Tall Cedars Pkwy & Poland Rd Signal				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	F	
577	690 US 15 Trail	Braddock Road	James Monroe Highway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
578	684 US 50 Trail	Fauquier County Line	Pleasant Valley Drive		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
579	654 VA 690 Trail	Main Street	W&OD Trail		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
580	670 VA 734 Trail	US 50	Harry Byrd Highway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
581	662 VA 772 Trail	Belmont Ridge Road	Ryan Road	1	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$500
582	224 VA 846 (Sterling Boulevard Landscaping)	VA 28	US 7		VDOT, Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$53
583	668 VA 9 Trail	Harpers Ferry Road	Harry Byrd Highway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost
584	716 VA Route 7 & Belmont Ridge Rd Interchange				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input type="checkbox"/>	F	
585	718 VA Route 7 & Hillsboro Road Interchange				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	U	
586	720 VA Route 7 Pedestrian Overpass				Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input type="checkbox"/>	U	
587	259 W&OD Trail Extension	W&OD Trail End (Purcellville)	Round Hill	3	VDOT, Loudoun County	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$1,700
588	69 W&OD/White's Ferry Connection to C&O	W&OD	Potomac River at White's Ferry		VDOT, Northern Virginia Regional Park	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
589	707 Waxpool Road Intersection Improvements	Pacific Boulevard	Broderick Drive		Loudoun County	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	F	
Loudoun County, Fairfax County												
590	854 VA 7 Trail from Leesburg to Alexandria	Leesburg	Alexandria	38	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$87,000
591	16 US 50 widening	Pleasant valley Drive	Lee Road	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$70,900
Prince William and Fairfax Counties												
592	211 123 Widening	Davis Road	South Burke Lake Road	9	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	C	\$6,181

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost	
Prince William County													
593	675 234 BYPASS trail	Braddock Road	Lee Highway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U		
594	308 234 Off-Road Multi Use Trail	Lake Jackson Drive	PW Parkway	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$662	
595	525 Balls Ford Road Widening	Bus 234	234	0	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C		
596	677 Bike Route 1	Fleetwood Drive	Dumfries Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U		
597	306 Bus 234 Add Signalized Crosswalks	All Major Intersections	All Major Intersections		VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	C	\$650	
598	307 Bus 234 Sidewalk/Ramps Improvments	Balls Ford Road	Godwin Drive		VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$1,000
599	660 Godwin Drive Trail	Sudley Road	Nokesville Road	2	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$600	
600	695 Gordon Blvd Trail	US 1	Commerce		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
601	781 I66/Rt.15 interchange reconst. w/ paths & sdwlks			0.8	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	B	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F	
602	787 Install asphalt path and crosswalks on Rt. 3000, P	0.03 M East of Cato Hill road	0.017 M East of Honer Corner commuter lot		VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	O	<input type="checkbox"/>	<input checked="" type="checkbox"/>	\$450	
603	866 John Marshall Highway Trail	I-66	Lee Highway	2	NVTA, Prince William County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$500	
604	656 Liberia Avenue Trail	Old Bridge Road	Jefferson Davis Highway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U		
605	673 Linton Hall Road Trail	Lee Highway	Nokesville Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
606	171 Linton Hall Road Widening	Glenkirk Road	Devlin Road	3	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	UC	\$8,000	
607	697 Minnieville Road Trail	Dumfries Road	Old Bridge Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U		
608	676 New Cherry Hill Road	Potomac Heritage Trail	Potomac Parkway Trail		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
609	523 Old Bridge Road Sidewalk	Mohican	Oakwood Drive	0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	UC	\$749	
610	522 Old Bridge Road Sidewalk	Titania	Crickett	0	VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$1,800	
611	679 Old Bridge Road Trail	Prince William Parkway	Poplar Lane	4	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U		
612	82 Pedestrian Bridge over CSX Railroad	Veterans Memorial Park	DOT #860626C		VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$3,119
613	647 Potomac Heritage Trail	Wharton Drive	Jefferson Davis Highway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U		
614	667 Potomac Parkway trail	Old Stage Coach Road	New Cherry Hill Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
615	634 Prince William Parkway Trail	Prince William Parkway	Signal Hill Road	8	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C		

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost	
616	649 Prince William Parkway trail	Nokesville Road	Dumfries Road	4	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$900	
617	517 Route 234 and Rotue 1 Interchange	.4 miles east of route 1	.4 Miles west of Route 1	0	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$87,000	
618	164 Route 28 Trail Extension	Fauquier Co. Line	Vint Hill Road	7	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$6,500	
619	864 South County East-West Trail	Manassas	I-395		NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	U	\$51,600	
620	680 Spriggs Road Trail	Hoadly Road	Dumfries Road		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
621	643 US 1 Trail	Stafford County	I-495		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
622	102 VA 234 Bike Trail	US 1 to I-95 &	Montclair to vic. Manassas	9	VDOT, NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$1,200	
623	665 VA 234 Trail	Dumfries Road	Jefferson Davis Highway		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
624	693 VA 784 Trail	Delaney Blvd	US 1		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Prince William County, Fairfax County													
625	683 VA 123 Trail	Clifton Road	Gordon Boulevard		NVTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Purcellville													
626	226 Multiple Sidewalk Enhancements	Purcellville			VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	C	\$500
627	254 PURCELLVILLE - BICYCLE ACCESS TO HIGH SCHOOL & W&O	Main Street	W&OD Trail	1	VDOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C	\$460	
Region-wide													
628	752 WMATA Virginia Metrorail Crossing Improvements				WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$510	
629	749 WMATA Virginia Metrorail Sharrow and Bike Lanes			3	WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$79	
630	746 WMATA Virginia Metrorail Sidewalk/ Pathway Project			2	WMATA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	P	\$753	
Town of Clifton													
631	248 Pedestrian/Bicycle Plaza & Pathways	Town of Clifton	- Phase II		VDOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$70
Town of Hamilton													
632	11 Main Street	Town of Hamilton (Improvements)			VDOT, Town of Hamilton	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$47

Project ID	Project/Facility Name	From	To	Length (Miles)	Responsible Agencies	Bike Path	Side walk	Spot/Area	In CLRP	In TIP	Status	Cost
Town of Haymarket												
633	210 Town of Haymarket (Streetscaping)	Phase 1			VDOT, Town of Haymarket	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	C	\$1,008
634	4 Town of Haymarket Streetscaping	Washington Street	Phase II		VDOT, Town of Haymarket	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	F	\$2,026
Town of Herndon												
635	549 Van Buren Street Trail to Dulles Metrorail	North of Herndon Pkwy at existing Folly Lick Trail	Herndon Monroe Metrorail station	0	Town of Herndon, Fairfax County	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	P	\$600
636	631 Herndon Downtown Elden Streetscape	Elden St / Center St intersection	Elden St / Monroe St intersection	0.8	VDOT, Town of Herndon	<input type="checkbox"/>	<input checked="" type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	C	\$2,100
637	856 Herndon Metro Access Trail	Van Buren Street	Herndon Metrorail	1	Town of Herndon	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	P	\$400
638	60 Sugarland Run Trail	W&OD Trail	Fairfax County's Sugarland Run Trail	1	VDOT, Town of Herndon	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$531
639	855 Sugarland Run Trail Extension	Sugarland Run Trail Terminus	Herndon Metrorail	1	NVTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	U	\$1,000
640	550 W&OD Trail Crossing at Crestview Drive	W&OD Trail at Crestview Drive	W&OD Trail at Crestview Drive	0	Town of Herndon, Northern Virginia Regional Park Authority	<input type="checkbox"/>	<input type="checkbox"/>	I	<input type="checkbox"/>	<input type="checkbox"/>	P	\$300
Town of Hillsboro												
641	70 PEDESTRIAN STUDY & IMPROVEMENTS	Town of Hillsboro	On 704		VDOT	<input type="checkbox"/>	<input type="checkbox"/>	S	<input type="checkbox"/>	<input type="checkbox"/>	P	\$15,348
Town of Lovettsville												
642	184 Ped & Bike Path Network	Town of Lovettsville		6	VDOT, Town of Lovettsville	<input type="checkbox"/>	<input checked="" type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	P	\$450
Town of Occoquan												
643	7 Riverfront Boardwalk	on the Occoquan River	in the Town of Occoquan		VDOT, Town of Occoquan	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$296
Town of Quantico												
644	227 Potomac Avenue	CSX Railroad	Potomac River		VDOT, Town of Quantico	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$871
645	61 Potomac Transportation Facility	AMTRAK / VRE Station	Potomac River		VDOT, Town of Quantico	<input type="checkbox"/>	<input type="checkbox"/>	S	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	C	\$512

Appendix B

Data Dictionary and Sample Database Entry Form

For the Regional Database of Bicycle and Pedestrian Projects in the Long-Range
Bicycle and Pedestrian Plan for the National Capital Region

FIELD	EXPLANATION
COG Project ID	COG's internal identifying number for the project in this database
Agency Project ID	The responsible agency's project identifying number
Project Name	Descriptive name provided by the sponsoring agency
From	Project Limits
To	Project Limits
Length of Project	Length of the project from start to finish. Example: if a project consists of four miles of road with a continuous bike lane and sidewalk, the project length is four miles.
Jurisdiction(s)	Jurisdiction(s) in which the project is located
State	State or States in which the project is located.
Agency	Lead agency that is responsible for implementing the project
Secondary Agency	Other agency involved in the project
Cost	In thousands of dollars. As many projects in the plan may not be built for many years, and have not been fully scoped, this can be a very rough estimate. If a project is part of a larger project the total project cost is <i>not</i> listed, only that portion of the cost which is attributable to the bicycle or pedestrian facility. Use of a rule of thumb for such estimates was acceptable, i.e. 3% of total project cost. Many projects do not have a cost estimate available.
URL for more project information	If the project has a web site, or if the agency has more detail on its web site, the URL may be listed.
Project Manager Name	If the project has a project manager, his or her name may be listed.
Project Manager's Phone	
Project Manager's E-mail	
Project is in the CLRP	Project is in the Financially Constrained Long-Range Transportation Plan for the National Capital Region, and therefore is officially considered to have funding available to support project completion.
Project is in the TIP	Project is in the most recent National Capital Region Transportation Improvement Program with specific funding amounts identified for program completion.

Project is Part of a Larger Project	Is the project part of a larger project, i.e. a highway, bridge, or transit project?																
Length of Bike Lane	Bike lanes are striped lanes at least 4' wide in the public right-of-way, marked for the exclusive use of bicyclists. If a bike lane is found on both sides of the street for four miles, it should be reported as four miles of bike lane, not eight.																
Length of Multi-Use Path	A paved or hard-surface path separated from traffic, officially designated for bicycles and other non-motorized users. Should be at least 8' wide.																
Length of Sidewalk	Sidewalks are usually concrete, less than 8' wide, and have other design characteristics (street furniture, limited sight-lines) that render them unsuitable for all but the slowest bicyclists.																
Type of Spot/Area Improvement	For non-linear projects. The pull-down menu gives the following options: <table border="0" style="margin-left: 40px;"> <thead> <tr> <th style="text-align: left;"><u>Type of Improvement</u></th> <th style="text-align: left;"><u>Code Letter</u></th> </tr> </thead> <tbody> <tr> <td>1. Pedestrian Intersection Improvement</td> <td>I</td> </tr> <tr> <td>2. Pedestrian/Bicycle Bridge or Tunnel</td> <td>B</td> </tr> <tr> <td>3. Traffic Calming</td> <td>TC</td> </tr> <tr> <td>4. Streetscape/Pedestrian Improvements</td> <td>S</td> </tr> <tr> <td>5. Bicycle Parking</td> <td>P</td> </tr> <tr> <td>6. Bicycle Route Marking</td> <td>BR</td> </tr> <tr> <td>7. Other</td> <td>O</td> </tr> </tbody> </table>	<u>Type of Improvement</u>	<u>Code Letter</u>	1. Pedestrian Intersection Improvement	I	2. Pedestrian/Bicycle Bridge or Tunnel	B	3. Traffic Calming	TC	4. Streetscape/Pedestrian Improvements	S	5. Bicycle Parking	P	6. Bicycle Route Marking	BR	7. Other	O
<u>Type of Improvement</u>	<u>Code Letter</u>																
1. Pedestrian Intersection Improvement	I																
2. Pedestrian/Bicycle Bridge or Tunnel	B																
3. Traffic Calming	TC																
4. Streetscape/Pedestrian Improvements	S																
5. Bicycle Parking	P																
6. Bicycle Route Marking	BR																
7. Other	O																
Path Alignment	Is the multi-use path along a road, or is it on its own right-of-way? This field is meant to distinguish between side-paths, which are built adjacent to a road and cross numerous driveways and intersections, and a multi-use path on its own right of way, such as an old railroad, canal tow-path, or stream valley. Paths built along limited-access highways and parkways such as the Mount Vernon Trail should be listed as being built on an independent route, since they have few intersection or driveway conflicts, and are set back some distance from the roadway for most of their length.																
Status	The pull-down menu offers the following options: <table border="0" style="margin-left: 40px;"> <thead> <tr> <th></th> <th style="text-align: left;"><u>Code Letter</u></th> </tr> </thead> <tbody> <tr> <td>1. Fully Funded¹</td> <td>F</td> </tr> <tr> <td>2. Partially Funded</td> <td>P</td> </tr> <tr> <td>3. Unfunded</td> <td>U</td> </tr> <tr> <td>4. Under Construction</td> <td>UC</td> </tr> <tr> <td>5. Complete</td> <td>C</td> </tr> </tbody> </table>		<u>Code Letter</u>	1. Fully Funded ¹	F	2. Partially Funded	P	3. Unfunded	U	4. Under Construction	UC	5. Complete	C				
	<u>Code Letter</u>																
1. Fully Funded ¹	F																
2. Partially Funded	P																
3. Unfunded	U																
4. Under Construction	UC																
5. Complete	C																

¹ "Funded" indicates that the sponsoring agency has considered funding for completion of this project to be reasonably available within projected funding sources. "Unfunded" indicates, that while the project has been identified, there is no projected funding to support its completion at this time.

	This database is meant to list planned facilities rather than existing facilities, but since 2006 many of the projects in the plan have been completed.
Year of Completion or Implementation	If the project has been completed or implemented, in what year did that happen?
Project Within a Regional Activity Center	Is the project located with in a regional activity center or cluster? See the link for on-line information on activity centers and clusters. A paper map of centers and clusters, which is easier to read than the one on the web, will be sent to anyone who requests one.
Project is Between Regional Activity Centers	Project connects one regional activity center or cluster with another
Maintenance	Project is primarily maintenance or reconstruction of an existing facility
Project Connects to a Transit Facility	Project connects to a metrorail station, commuter rail station, or transit center
BikeNetConnect	Bicycle Network Connectivity. Does the project improve the connectivity of the regional bicycle network? Does it connect to any existing bicycle facilities?
Pedestrian Safety Project	Is the primary purpose of this project to improve pedestrian safety?
Project Identified as a Regional Priority*	Is the project one of the regional priority unfunded bicycle and pedestrian projects recommended by the Transportation Planning Board for consideration in the TIP?



Transportation Planning Board

National Capital Region Bicycle and Pedestrian Plan

- [Search](#)
- [Results](#) [List](#)
- [All](#)
- [Log Out](#)

[Search](#)
[Last Results View](#)
[List All](#)

Bike Ped Plan

Related Records: [Agency](#)

COG Project ID	167967369
Agency Project ID	
Project Name	Metropolitan Branch Trail
From	Union Station
To	Takoma Park
Length of Project	<input type="text" value="7"/> (miles)
Description	Construct a 7 mile trail along the red line from U
Jurisdiction (s)	Washington
State	<input type="text" value="DC"/>
Agency	<input type="text" value="DDOT"/>
Secondary Agency	

Cost	\$ <input type="text" value="20000"/> (In Thousands)
URL for More Project Information	<input type="text" value="www.metbranchtrail.com"/>
Project Manager's Name	<input type="text" value="Chris Holben"/>
Project Manager's Phone	<input type="text" value="202 671 2638"/>
Project Manager's Email	<input type="text" value="chris.holben@dc.gov"/>
Project Is In the CLRP	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Corresponding CLRP Project ID	<input type="text"/>
Project Is In the TIP	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Corresponding TIP Project ID	<input type="text"/>
Project Is Part of a Larger Project	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Length of Bike Lane	<input type="text" value="2"/> (miles)
Length of Multi-Use Path	<input type="text" value="5"/> (miles)
Length of Sidewalk	<input type="text"/> (miles)
Type of Spot/Area Improvement	<input type="text"/>

nt	
Path Alignment	<input type="text"/>
Status	Partially Funded <input type="text"/>
Year of Completion or Implementation	2009 <input type="text"/>
Project Within a Regional Activity Center	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Information on Regional Activity Centers
Project Is Between Regional Activity Centers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Maintenance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Project Connects To a Transit Facility	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
BikeNetConnect	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Pedestrian Safety Project	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Project Is In Local Plan	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Project Identified as a 2005 Regional Priority	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Comments

Record
Last
Modified
On

Appendix C

Completed Projects from the 2010 Bicycle and Pedestrian
Plan

COG ID	Project Name	From	From	Description
11	Main Street	Town of Hamilton (Improvements)	Town of Hamilton (Improvements)	Construct curb ramps, perform pavement striping, landscape, and erect gateway signage on Main Street in the Town of Hamilton. Pedestrian and Bicycle Facilities.
14	Walker Road Trail	Columbine Street	Columbine Street	Construct a 4' natural surface path from Columbine Street to Colvin Run Road and a 6' stone dust path from the G.F. School to Beach Mill Road.
34	Eisenhower Multi-Use Trail	Cameron Run East	Cameron Run East	Enhancement and expansion of a 2-mile segment of the existing Eisenhower Avenue Shared Use Trail, including an underpass at Eisenhower Avenue.
71	Woodrow Wilson Bridge Project	Md State Line	Md State Line	Bicycle Pedestrian Facility on the bridge connecting VA and MD bicycle networks. Pedestrian Improvements to Route 1 and Telegraph road interchanges. Pedestrian Bridge included in Telegraph Road Interchange
111	Anacostia River Trail	Bladensburg Marina	Bladensburg Marina	The segment of the Anacostia River Trail has been completed by the M-NCPPC Department of Parks and Recreation from Bladensburg Waterfront Park to the vicinity of New York Avenue, where it will connect to the DC Riverwalk Project.
130	Pedestrian Improvements on Mount Vernon	Reed	Reed	Pedestrian improvements to high crash area along Mount Vernon Avenue.
149	Nebel Street extended	Randolph Road	Randolph Road	This project provides a 1,300-foot extension of Nebel Street from its existing terminus at Randolph Road to a terminus at the Target store site. The proposed roadway improvements include: a 4-lane closed section roadway with a typical cross section that includes four 12-foot travel lanes; a 5-foot concrete sidewalk adjacent to a 7-foot tree panel along the west side of the road; an 8-foot asphalt bike path adjacent to a 7-foot wide tree panel along the east side of the road, streetlighting and landscape trees provided on both sides of the roadway; improvements at the intersection of Nebel Street and Randolph Road; and modification of the existing traffic signal at the intersection of Chapman and Bou Avenues
189	VA 193 - Georgetown Pike Trail	Innsbruck Road	Innsbruck Road	Construct a 4.5 mile trail from Innsbruck Road to River Bend Road and Applewood Lane to Seneca Road.
193	NoVi (Northern Vienna) Trail	Phase I	Phase I	Engineering & design for Phase I of Northern Vienna Trail. Study being conducted by Fairfax County

197	Metropolitan Branch Trail Phase I	Union Station	Union Station	Construct a 4 mile trail along the red line from Union Station to Bates Road NE
215	Bicycle Lanes Phase I			20 miles of bicycle lanes
226	Multiple Sidewalk Enhancements	Purcellville	Purcellville	Various Location (6)
248	Pedestrian/Bicycle Plaza & Pathways	Town of Clifton	Town of Clifton	Pedestrian/Bicycle Plaza & Pathways - Phase II in Town of Clifton
254	PURCELLVILLE - BICYCLE ACCESS TO HIGH SCHOOL & W&O	Main Street	Main Street	Access to Loudoun Valley High School
271	PACIFIC BOULEVARD (MPO PROJECT)	AUTOWORLD DRIVE (NORTHERN TERMINUS	AUTOWORLD DRIVE (NORTHERN TERMINUS	
305	US 29 Widening	WEST MERRILEE DRIVE	WEST MERRILEE DRIVE	US 29 widening
306	Bus 234 Add Signalized Crosswalks	All Major Intersections	All Major Intersections	Add signalized crosswalks to all major intersections of Business Route 234 in Prince William County
307	Bus 234 Sidewalk/Ramps Improvments	Balls Ford Road	Balls Ford Road	Spot improvements to all intersections(curb ramps, crosswalks, etc.)
308	234 Off-Road Multi Use Trail	Lake Jackson Drive	Lake Jackson Drive	
310	Old Dominion Drive Complete Streets (phase I)	Lee Highway	Lee Highway	CONSTRUCT CURB & GUTTER & SIDEWALKS ON THE WEST SIDE OF OLD DOM. DR. WITH POSSIBLE REALIGNMENT & RECONSTRUCTION OF EAST SIDE TO PROVIDE CONFORMING STREET SECTION TO VDOT REQUIREMENTS WITHIN AVIALBLE R.O.W., ALSO INCLUDES ADDITIONAL PAVEMENT WIDTH FOR ON STREET BIKEWAY. CHANGED TO T2 ON 4/11/03.
386	Arlington	Patrick Henry	Patrick Henry	Intersection improvement, add ped heads, relocate ped heads, block existing

	Boulevard	Drive	Drive	crosswalks.
514	Glebe Road Bridge Replacement	500' south of Route 50	500' south of Route 50	Replace bridge with new structure that will include shared use path and sidewalk
516	Gallows Road On Road Bicycle Facility	Lee hwy	Lee hwy	retro fitting of bike lanes on existing pavement
518	Glebe Road Pedestrian Crossings	Fairfax Drive	Fairfax Drive	
522	Old Bridge Road Sidewalk	Titania	Titania	curb ramps, crosswalks, etc.
525	Balls Ford Road Widening	Bus 234	Bus 234	
526	Route 7 Sidewalk	NORTH SIDE OF WEST MAIN STREET; NORTH 28TH STREET;	NORTH SIDE OF WEST MAIN STREET; NORTH 28TH STREET;	
527	Route 50 Intersection Improvements @ Patrick Henry			
528	Atlantic Blvd	Church Road (Rt. 625)	Church Road (Rt. 625)	
548	I-495 HOT Lanes	Hemming Avenue	Hemming Avenue	High Occupancy Toll Lanes with the reconstruction of several bridges. 10 bridge crossings with new or widened bike/ped facilities. One overpass with space for path and bike lanes underneath.
555	Pohick VRE Trail (Pohick Stream Valley Rail-Trail)	Burke Station VRE	Burke Station VRE	One mile asphalt trail and 1 bridge in the Pohick Stream Valley connecting Burke Village Shopping Center and Burke Lake Road to the Burke Station VRE.
562	Safe Routes to School	Charles Barrett Elementary School	Charles Barrett Elementary School	Pedestrian and bicycle safety improvements at Charles Barrett Elementary School

564	Bicycle Parking and Racks-on-Buses	various	various	Improve integration of bicycling and transit by improve bicycle commuter parking, and adding bicycle racks at all transit vehicles.
613	Capital Bikeshare - District of Columbia			<p>The District Department of Transportation (DDOT) and Arlington County have selected “Capital Bikeshare” as the name for the new regional bike sharing program. Capital Bikeshare will launch later this year with roughly 1100 bikes at 114 stations in the District and Arlington, and will be the largest of its kind in the US. Building on the success of DDOT’s SmartBikeDC program, launched in 2008 and concentrated in the downtown DC area, Capital Bikeshare will now make it possible for residents and visitors to conveniently pick up a bike and traverse throughout all 8 wards in the city and Arlington. With 100 stations in DC and 14 in Arlington the bike share program will now become a true regional transportation system. Plans are already underway to expand the network further in Virginia as well as Maryland.</p> <p>The new system will be similar to the one the Public Bike System Company (PBSC), based in Montreal, produced, commonly known as BIXI. The BIXI system has been running in Montreal since 2009 and will be arriving soon in Minneapolis, London, and Melbourne, Australia. BIXI bike sharing stations are solar powered and use wireless technology to allow for easy installation and adjustments. It may look different, but the BIXI bicycle has many of the same features as the Smartbike: 3-speed, internal hub gears, fenders, chain guard, lights, and a front rack. Annual, monthly, and daily memberships will be available for area residents and visitors.</p> <p>Alta Bicycle Share will operate the system. Alta Bicycle Share is a US-based company focused on management and operation of bicycle share systems globally. Its sister company, Alta Planning + Design, is the largest bicycle and pedestrian consulting company in the United States. Alta Bicycle Share is implementing or consulting on similar programs in Australia, Europe, China, and other locations in the United States.</p>
617	Capital Bikeshare Region-Wide			The proposed regional system would expand the DC and Arlington planned Capital Bikeshare system from 1,117 bikes to almost 3,600 bikes and would connect to the extensive transit and bicycle networks throughout the region. The planned DC and

				Arlington bike-sharing systems have already gone forward with a joint decision to use Montreal's Bixi system and have contracts that include opportunities for regional expansion. This joint planning effort strengthens our ability to formulate and implement a regional bike-sharing system.
620	Great Streets - H Street NE Streetscape	3rd Street NE	3rd Street NE	This is a Great Street Initiative Project Reconstruction of H St road surface with composite pavements new brick gutters and granite curbs adjacent to the sidewalks. New streetlights, traffic signals, and manholes. Safety improvements including bulb-outs.
631	Herndon Downtown Elden Streetscape	Elden St / Center St intersection	Elden St / Center St intersection	<p>The project consists of streetscape, sidewalk, and Washington and Old Dominion(W&OD)trail bike/ped enhancements, landscaping, traffic-calming, roadway median and turning lane improvements, intersection realignment and intermodal circulation improvements within downtown Herndon's heritage district.</p> <p>Streetscape improvements in the form of underground/relocated utilities, ADA accessible curbing, brick sidewalks and paver crosswalks, bike/ped signalization, improved drainage, landscaped planters, street trees, benches, bus shelter/bus stops, and heritage-street lighting/traffic signalization will greatly enhance the safety and physical environment of downtown.</p> <p>The purpose of this downtown revitalization project is to facilitate access, improve intermodal circulation and bike/pedestrian safety along the W&OD regional park trail, while retaining the historic and small town attributes within the downtown through surface transportation improvements as well as landscaping and streetscape enhancements.</p>
634	Prince William Parkway Trail	Prince William Parkway	Prince William Parkway	Multi Use Path from NVTA 2030 Plan
768	Pacific Blvd 4 lane reconstr.-new alignment			reconstruction to 4 lanes with a 5' sidewalk and a 10' path
769	Pacific Blvd Loudoun 1036 widen to 4 lanes			Widen road to 4 lanes, add 5' sidewalk, add 10 trail
773	Rt. 95 Jones Point Reforestation - w/	0.4 miles east of Rt. 1	0.4 miles east of Rt. 1	re-construction of park paths to and around ball fields, gardens, fishing pier, historic site and woods. Landscaping and beautification.

	trails			
778	I-66 Corridor Multimodal study	I-495	I-495	A review of how to increase capacity in this corridor via bus on shoulders, expand HOV, improve adjacent bike volumes with physical improvements on Custis TRail or on trails feeding into the W&OD. Adding some connecting trails were considered.
803	L Street Cycle Track	New Hampshire Avenue	New Hampshire Avenue	Separated cycle track.
817	Robey Road	Greencastle Road	Greencastle Road	This project provides for design and reconstruction of Robey Road from the north end of the Greencastle Elementary School site to Greencastle Road (approximately 3,400 feet). The right-of-way will be 70 feet wide from the school site to Ballinger Drive and 60 feet wide from Ballinger Drive to Greencastle Road. The improved roadway will be a two-lane residential roadway with concrete curb and gutter. The roadway will be 36 feet wide from Briggs Chaney Road to Ballinger Drive and 26 feet wide from Ballinger Drive to Greencastle Road. An 8-foot wide bikeway will be constructed along the west side of Robey Road and a 5-foot wide concrete sidewalk will be constructed along the east side of the road. Approximately 620 feet of Greencastle Road, east of the Robey Road intersection, will be widened to provide a leftturn lane onto Robey Road. Appropriate landscaping and stormwater management facilities are included.
825	Travilah Road	Darnestown Road	Darnestown Road	Road with side path and sidewalk
828	Woodfield Road Extended	Main Street	Main Street	This project provides a 3,000-foot extension of Woodfield Road from 1,200 feet north of Main Street, (MD 108), to Ridge Road, (MD 27). The scope of work includes the design, land acquisition, and construction of a 1,450 foot segment of Ridge Road from 450 feet south of the existing Ridge Road / Faith Lane intersection to 300 feet north of the Ridge Road / Gue Road intersection. The roadway improvements include: extension of Woodfield Road as a 28-foot wide closed-section roadway with two 14-foot wide traffic lanes; provision of auxiliary leftturn lanes on Woodfield Road at Faith Lane and Ridge Road; realignment of Faith Lane to intersect Woodfield Road at a point 350 feet south of Ridge Road; construction of a separated 8-foot wide bikeway along the

				eastern side of Woodfield Road Extended from Main Street to Ridge Road; widening Ridge Road to provide two 12-foot wide travel lanes, two 4-foot wide paved shoulders, an auxiliary left turn lane at the proposed intersection with Woodfield Road; streetlighting; and landscaping. Woodfield Road Extended and Ridge Road improvements will be constructed within an 80-foot wide right-of-way.
839	Evarts Street Bike Lanes	I-495	I-495	Designated bike lanes and continuous sidewalks were provided as part of the road construction for Woodmore Town Center. These bike lanes connect to longer bike lanes along Ruby Lockhart Boulevard.
840	Ruby Lockhart Boulevard	Evarts Street	Evarts Street	Designated bike lanes, wide sidewalks, traffic calming, and decorative crosswalks were provided as part of the road construction for Woodmore Town Center.
848	Black Hill Regional Park Trails			Since 2010, M-NCPPC Montgomery Parks has built just over 5 miles of new hard surface park trails, all within Black Hill Regional Park.
849	City of Frederick Bike Lanes			City-wide bike lanes
850	Rhode Island Avenue Trolley Trail Ext. Phase I	Queensbury Road	Queensbury Road	Hyattsville, Riverdale Park
851	Black Branch Stream Valley Trail - Oak Creek Club			(Oak Creek Club development) – 1.74 miles (developer built)
852	WB&A Spur Trail			

Appendix D

2013 Cordon Counts

Potomac River Bridges	Cordon Count Volumes	DDOT Count Volumes	Other trails and streets in D.C.	Cordon Count Volumes	DDOT Count Volumes
14th Street (Inbound to D.C.)	592		Capital Crescent and C&O Canal Towpath	229	
14th Street (outbound from D.C.)	172		Rock Creek	130	
Arlington Memorial (inbound to D.C.)	160		Connecticut Avenue, N.W.	197	
Arlington Memorial (outbound from D.C.)	64		14th Street, N.W.	274	
Key (Inbound to D.C.)	103	337	11th Street, N.W.	161	
Key (outbound from D.C.)	99	235	Eckington Place, N.E. (Metropolitan Branch)	15	222
			East Capitol Street	275	
			Anacostia Trail (M Street, S.E.)	12	
Other trails and streets in Arlington County, Va.			11th Street Bridge, S.E. (local span)	12	
Mount Vernon Trail	332				
Custis Trail	349				

Notes:

(1) Cordon Count Volumes taken any day between March and June 2013

(2) DDOT Count Volumes taken in late May or June 2013

(3) One day count at each location

Potomac River Bridges	Cordon Count Volumes	DDOT Count Volumes	Other trails and streets in D.C.	C C Vo
14th Street (Inbound to D.C.)	592		Capital Crescent and C&O Canal Towpath	
14th Street (outbound from D.C.)	172		Rock Creek	
Arlington Memorial (inbound to D.C.)	160		Connecticut Avenue, N.W.	
Arlington Memorial (outbound from D.C.)	64		14th Street, N.W.	
Key (Inbound to D.C.)	103	337	11th Street, N.W.	
Key (outbound from D.C.)	99	235	Eckington Place, N.E. (Metropolitan Branch)	
			East Capitol Street	
Other trails and streets in Arlington County, Va.			Anacostia Trail (M Street, S.E.)	
			11th Street Bridge, S.E. (local span)	
Mount Vernon Trail	332			
Custis Trail	349			

Notes:

(1) Cordon Count Volumes taken any day between March and June 2013

(2) DDOT Count Volumes taken in late May or June 2013

(3) One day count at each location

Appendix E
Metrorail Origin Station by All Day Walk and Bike Mode of Access

	Bicycle (all day)	Walked (all day)
2013 WMATA Passenger Survey		
Capitol South	0.6%	95.0%
Federal Center SW	0.2%	94.4%
Judiciary Square	0.2%	93.0%
Waterfront-SEU	0.0%	91.6%
U Street/African-Amer Civil War Memorial/Cardozo	1.0%	90.9%
Navy Yard	0.1%	90.2%
Mt. Vernon Square 7th St-Convention Center	0.8%	90.0%
Farragut North	0.3%	89.9%
Metro Center	0.3%	89.7%
Court House	0.6%	89.5%
Federal Triangle	0.1%	89.3%
Archives-Navy Memorial-Penn Quarter	0.1%	89.2%
Smithsonian	0.3%	88.2%
Gallery Place-Chinatown	0.2%	87.9%
Farragut West	0.1%	87.6%
Foggy Bottom-GWU	0.5%	87.4%
Shaw-Howard University	0.2%	86.9%
Virginia Square-GMU	0.4%	86.6%
McPherson Square	0.6%	86.3%
Woodley Park-Zoo/Adams Morgan	1.5%	85.9%
New York Ave-Florida Ave-Gallaudet U	1.6%	85.9%
Cleveland Park	0.7%	85.8%
Dupont Circle	0.8%	84.4%
Eastern Market	2.5%	84.2%
Van Ness-UDC	0.3%	83.8%
Clarendon	1.1%	81.3%
L'Enfant Plaza	0.3%	77.7%
Columbia Heights	1.6%	76.8%
Crystal City	0.7%	76.3%
Bethesda	1.3%	72.2%
Arlington Cemetery	0.0%	71.5%
Medical Center	1.6%	71.0%
Rosslyn	0.4%	70.8%
Friendship Heights	0.6%	70.7%
Stadium-Armory	0.0%	69.7%
Georgia Avenue-Petworth	0.3%	69.5%
Eisenhower Avenue	0.5%	69.4%
King Street	0.5%	68.4%
Ballston-MU	1.0%	67.5%
Ronald Reagan Washington National Airport	0.6%	66.6%
Grand Total	0.7%	62.2%
White Flint	1.8%	61.2%
Tenleytown-AU	0.7%	60.9%

Union Station	0.8%	60.0%
Silver Spring	0.5%	59.9%
Potomac Avenue	0.3%	59.6%
Braddock Road	3.2%	58.0%
Benning Road	0.0%	55.3%
Takoma	1.9%	55.3%
Pentagon City	0.6%	55.2%
Brookland-CUA	0.7%	53.1%
Twinbrook	2.3%	50.4%
Deanwood	0.0%	48.2%
Congress Heights	0.9%	43.1%
Forest Glen	2.2%	42.1%
Prince George's Plaza	2.3%	42.1%
West Hyattsville	1.5%	41.6%
Minnesota Avenue	0.0%	39.4%
East Falls Church	3.6%	39.3%
Rhode Island Ave-Brentwood	0.0%	38.2%
Pentagon	0.2%	37.5%
Suitland	0.0%	37.5%
Rockville	0.9%	35.4%
Grosvenor-Strathmore	0.8%	35.1%
Wheaton	0.9%	33.9%
Capitol Heights	0.0%	32.9%
Dunn Loring-Merrifield	2.6%	31.1%
Fort Totten	0.0%	29.3%
Morgan Boulevard	0.0%	24.9%
Huntington	0.2%	23.1%
Anacostia	0.0%	19.6%
College Park-U of MD	2.0%	19.0%
Cheverly	1.6%	18.2%
Naylor Road	0.5%	18.2%
Van Dorn Street	0.3%	14.4%
Glenmont	0.4%	12.9%
Southern Avenue	0.0%	12.9%
Vienna/Fairfax-GMU	0.8%	11.4%
Largo Town Center	0.0%	10.8%
Addison Road-Seat Pleasant	0.0%	9.7%
New Carrollton	0.2%	8.2%
Greenbelt	2.0%	7.7%
Branch Ave	0.3%	7.6%
West Falls Church-VT/UVA	0.7%	6.9%
Shady Grove	0.4%	6.2%
Landover	0.0%	5.8%
Franconia-Springfield	1.2%	5.7%

Appendix F

Links and Resources

ADC Regional Bicycle Map
www.adcmap.com

Alexandria Rideshare
www.alexride.org

BikeArlington
www.bikearlington.com

Arlington bicycle information.

BikeWashington
www.bikewashington.org

Bike trails and routes in the Washington region, clubs, and organized rides.

Capital Bikeshare
www.capitalbikeshare.com/

Regional self-service bicycle rental.

Coalition for Smarter Growth
www.smartergrowth.net

An advocacy group for transit-oriented development in the Washington region.

College Park Area Bicycle Coalition
www.cpabc.org

Advocacy group for bicycling in the College Park, MD area.

Fairfax Advocates for Better Bicycling
<http://www.fabb-bikes.org/>

Advocacy Group for bicycling in Fairfax County, VA.

League of American Bicyclists
1612 K Street NW, Suite 800
Washington, D.C. 20006
(202) 822-1333
www.bikeleague.org

LAB is a national cycling advocacy group founded in 1880.

National Center for Bicycling and Walking
www.bikewalk.org

A national advocacy group for walking and bicycling.

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300
Washington, D.C. 20002
(202) 962-3200

www.mwcog.org
www.commuterconnections.org

Metropolitan planning organization. Offers ridematching and Guaranteed Ride Home services through its Commuter Connections program, publishes a Bike to Work Guide.

National Association of City Transportation Officials
www.nacto.org/

An association of big city transportation officials oriented towards “smart growth” principles.

National Complete Streets Coalition
www.completestreets.org/

Advocacy group for “complete streets”, or provision of pedestrian and bicycle facilities as part of all transportation projects.

Pedestrian and Bicycle Information Center
www.bicyclinginfo.org
www.walkinginfo.org

National clearinghouse for information on walking and bicycling.

Ride the City

www.ridethecity.com/dc

A bicycle route finding web site.

Safe Routes to School

www.saferoutesinfo.org

The Safe Routes to School programs enables community leaders, schools and parents across the United States to improve safety and encourage more children, including children with disabilities, to safely walk and bicycle to school.

United States Access Board

www.access-board.gov

A federal agency dedicated to design that is accessible to persons with disabilities.

Virginia Bicycling Federation

www.vabike.org

Advocacy group for Virginia bicycling.

WalkArlington

www.walkarlington.com

Arlington walking information.

Washington Area Bicyclist Association

2599 Ontario Rd. NW

Washington, DC 20009 (202) 518-0524

www.waba.org

Advocacy group for cycling in the Washington region. Runs a pedestrian and bicycle safety education program.

Appendix G

Glossary of Terms

BIKE-ON-RAIL PERMIT	Permit issued by the Washington Metropolitan Area Transit Authority permitting transportation of bicycles on Metrorail trains during night and weekend service periods. (no longer required)
BICYCLE LANE (BIKE LANE)	A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists. Consists of a 4'-6' lane in each direction, with bicycle traffic moving in the same direction as motorized traffic.
BICYCLE PATH (BIKE PATH)	A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or within an independent right of way.
BICYCLE PARKING	An area dedicated and designed specifically for storing and locking a bicycle. Includes bicycle racks and bicycle lockers.
BICYCLE ROUTE (BIKE ROUTE)	A segment of a system of bikeways designated by the jurisdiction with appropriate directional and informational markers, with or without specific bicycle route numbers.
BIKE CORRAL	A bike corral transforms a standard parking lane or curbside zone into bike parking, typically by placing bike racks in the space, and using with flexiwands and curb stops to discourage conflicts with automobiles. Often used in areas with narrow and/or busy sidewalks.
BIKE SHARING	Short-term bicycle rental available at a network of unattended locations.
BIKE STATION	A staffed, enclosed bicycle parking facility, usually located at a transit center, which may offer such services as bicycle repair, rental, lockers, and showers.

BIKEWAY	Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.
BUFFERED BIKE LANE	Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.
COMPLETE STREETS	Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street
CYCLE TRACK (Protected Bike Lane)	A bicycle-only facility that provides physical separation within the right of way from vehicle travel lanes.
CLASS I, II or III BIKEWAY	Terms sometimes used to describe different types of bicycle facilities. Class I is a shared-use path, Class II a bicycle lane, and Class III a shared roadway. However, Since there is some disagreement on the exact meaning of these terms, the AASHTO terms (listed above) should be used.
GREENWAY	A linear park or recreation facility of limited width, located along the length of an existing or former public utility or railroad right-of-way, or along a stream bed.
HIKER-BIKER TRAIL	A paved path designed for use by both pedestrians and bicyclists, which is completely separated from vehicular traffic.
METROPOLITAN STATISTICAL AREA	A core area containing a substantial population nucleus, together with adjacent communities having a high degree of social and economic integration with that core. Metropolitan statistical areas comprise one or more entire counties. They are used by the United States Census for the purpose of tabulating, enumerating and publishing data.
RAILS-TO-TRAILS CONSERVANCY	A national membership organization that works to facilitate the acquisition of abandoned railroad lines for use in creating bicycle and pedestrian trails and linear

parks.

RAIL-TRAIL	A Shared-Use Path, either paved or unpaved, built within the right-of-way of an existing or former railroad.
REGIONAL ACTIVITY CENTER	A set of locations within the National Capital Region Transportation Planning Board planning area identified by the Council of Government's Planning Director's Technical Advisory Committee as employment centers of regional significance. Five types of Regional Activity Center have been designated, with different employment and residential density criteria for each.
REGIONAL ACTIVITY CLUSTER	An employment center adjacent to a Regional Activity Center, with a lower density than a Regional Activity Center
ROAD DIET	A road diet is a technique whereby a road is reduced in number of travel lanes and/or effective width in order to achieve systemic improvements. An example of a road diet would be the conversion of two travel lanes in each direction to a 3-lane section with one travel lane in each direction, optional bicycle lanes, and a two-way turn lane in the middle.
SHARED ROADWAY	A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.
SHARED-USE PATH	A bikeway, at least 8' in width, physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared-Use Paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Also called a multi-use path.
SHARROW	A shared-lane marking or sharrow is a street marking used to indicate the recommended position and direction of travel for the bicyclist.
SIDE-PATH	A shared-used path built within the right-of-way of a non limited-access highway.
SIDEWALK	The portion of a street or highway right-of-way, at least 4' in width, designed for preferential or exclusive use by pedestrians.

SIGNED SHARED ROADWAY	A shared roadway that has been designated as a preferred route for bicycle use using warning, directional, and informational signage.
TRAFFIC CALMING	Traffic calming is a way to design streets, using physical measures, to encourage people to drive more slowly.
TRAVELED WAY	The portion of a roadway for the movement of vehicles, exclusive of shoulders.
UNIFORM VEHICLE CODE	The standards for traffic regulations recommended for adoption by state and local jurisdictions, as prepared by the National Committee on Uniform Traffic Laws and Ordinances.
WASHINGTON AREA BICYCLIST ASSOCIATION	A regional membership organization devoted to improving bicycling opportunities and promoting bicycle usage in the metropolitan Washington area.

Appendix H

Glossary of Acronyms

AASHTO	American Association of Highway Transportation Officials
ADA	Americans with Disabilities Act
AFA	Access for All Advisory Committee
CLRP	Financially Constrained Long-Range Transportation Plan
CMAQ	Congestion Mitigation and Air Quality Improvement Program
COG	Metropolitan Washington Council of Governments
DDOT	District of Columbia Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDOT	Maryland Department of Transportation
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MTA	Maryland Transit Administration
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
NCPC	National Capital Planning Commission
NVTC	Northern Virginia Transportation Commission
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users
MDSHA	Maryland State Highway Administration
SOV	Single-Occupant Vehicle
SRTS	Safe Routes to School
TCSP	Transportation and Community and System Preservation Pilot Program
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TPB	National Capital Region Transportation Planning Board
US DOT	U.S. Department of Transportation
VDOT	Virginia Department of Transportation
VMT	Vehicle-Miles Traveled
WABA	Washington Area Bicyclist Association
WMATA	Washington Metropolitan Area Transit Authority

Appendix I

Bibliography

Alliance for Bicycling and Walking, *Bicycling and Walking in the United States: 2014 Benchmarking Report*

American Council for the Blind. *A Handbook for Advocates*. April, 2000.

Denmark Ministry of Transport. *Safety of Cyclists in Urban Areas: Danish Experiences*. 1994.

District of Columbia Department of Transportation. *District of Columbia Bicycle Master Plan*. April, 2005.

District of Columbia Department of Transportation. *MoveDC*. October, 2014.

Maryland-National Capital Park and Planning Commission. *Countywide Bikeways Functional Master Plan*. March, 2005.

Maryland Department of Transportation. *Twenty Year Bicycle and Pedestrian Access Master Plan*. January, 2014.

Metropolitan Washington Council of Governments, *2013 Bike to Work Day Survey-Summary of Results*, January 2014.

Northern Virginia Injury Prevention Center, INOVA Regional Trauma Center. *Pedestrian Injury in the Washington, D.C. Metropolitan Region*. September, 2005.

National Capital Region Transportation Planning Board. *2004 Bike to Work Day Survey – Summary of Results*. June, 2005.

National Capital Region Transportation Planning Board. *2013 State of the Commute Survey Report*. 2014.

National Capital Region Transportation Planning Board. *1994 COG/TPB Household Travel Survey: Summary of Major Findings*. January, 1998.

National Capital Region Transportation Planning Board. *2003 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*. October, 2004.

National Capital Region Transportation Planning Board. *The Bicycle Element of the Long-Range Transportation Plan for the National Capital Region*. July, 1995.

National Capital Region Transportation Planning Board. *Biking to Work in the Washington Area: A Guide for Employers and A Guide for Employees*. April, 2006.

National Capital Region Transportation Planning Board. *Growth Trends to 2030: Cooperative Forecasting in the Washington Region*. October, 2005.

National Capital Region Transportation Planning Board. *Lessons Learned*. October, 2004. A fact sheet prepared by the Access for All Committee for Disability Awareness Day.

National Capital Region Transportation Planning Board. *Priorities 2002: Metropolitan Washington Circulation Systems*. February, 2001.

National Capital Region Transportation Planning Board. *Priorities 2000: Metropolitan Washington Greenways*. February, 2001.

National Capital Region Transportation Planning Board. *Street Smart: Pedestrian and Bicycle Safety Campaign*. April, 2006.

National Capital Region Transportation Planning Board. *The TPB Vision*. October, 1998.

National Capital Region Transportation Planning Board. *Regional Transportation Priorities Plan*. January, 2014.

New York City Department of Transportation. *Street Design Manual*, 2009.

Pucher, John. "Making Walking and Bicycling Safer: Lessons from Europe." *Transportation Quarterly*. Summer, 2000.

Pucher, John. "Socioeconomics of Urban Travel: Evidence from the 2001 NHTS." *Transportation Quarterly*. Vol. 57, No. 3, Summer 2003, pp. 49-77.

Raford, Noah. "Space Syntax: An Innovative Pedestrian Volume Modeling Tool for Pedestrian Safety." TRB Conference, January, 2004. (TRB2004-000977)

Smart Growth America. *Dangerous by Design 2014*. 2014.

Virginia Department of Transportation, Northern District Office. *Northern Virginia Regional Bikeway and Trail Network Study*. November, 2003.

Virginia Department of Transportation, Northern District Office. *Virginia State Bicycle Policy Plan*. September, 2011.

Washington Metropolitan Area Transit Authority. *2002 Passenger Survey: Final Report*. November, 2002.

Washington Metropolitan Area Transit Authority. *Bicycle Locker and Rack Survey: Existing Conditions and Planning for the Future*. Powerpoint presentation, May, 2006.

Item 14: Briefing on the Draft Update of the Bicycle and Pedestrian Plan for the National Capital Region

Michael Farrell
TPB Staff

Presentation to the
National Capital Regional Transportation Planning Board
November 19, 2014

Background

- Update to the 2010 Plan
 - Updates Every Four Years
- Advisory to the CLRP
 - Not financially constrained
- Identifies:
 - Planned major bicycle and pedestrian projects through 2040
 - “Recommended Practices”
 - Goals and Performance Measures
 - From the TPB *Vision* and from *Region Forward*
 - Trends in policy, mode share, & safety

Bicycle and Pedestrian Plan for the National Capital Region



DRAFT November 7, 2014

National Capital Region Transportation Planning Board

Plan Development

- Oversight
 - Bicycle and Pedestrian Subcommittee of the TPB Technical Committee
- Project listings
 - Submitted by state and local jurisdictional staffs
 - On-line database
 - As of (roughly) June - October 2014
- Criteria for including projects:
 - Of a size and scope to be regionally significant
 - Regional connectivity
 - Access to transit, pedestrian safety

2014 Plan Outline

- Chapter 1: Planning context of federal, state, and local bicycle/pedestrian policies and plans
- Chapter 2: Demographic and geographic overview of bicycling and walking in the region
- Chapter 3: Pedestrian and Bicyclist Safety
- Chapter 4: Overview of existing facilities
- Chapter 5: Goals and Indicators
- Chapter 6: Recommended Practices
- Chapter 7: The 2040 Network

New Since 2010:

Bigger Plans

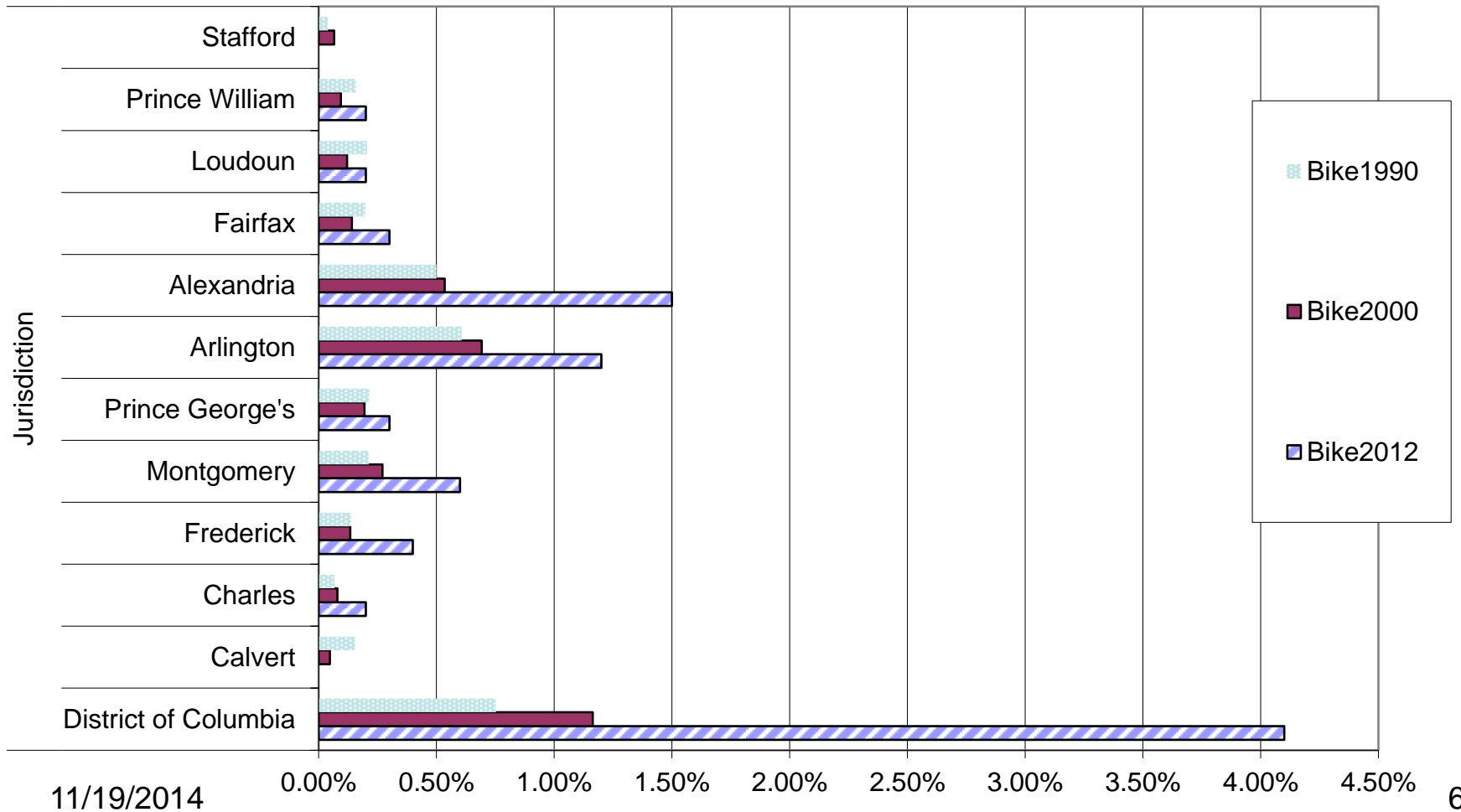
(Chapter 1)

- Regional Transportation Priorities Plan
- MAP-21
 - Transportation Alternatives Program
- TIP
 - B/P funding increased from 1% of total in FY 2010-2015 to 2% of total in FY 2015-2020
- Access to Metrorail
 - Metrorail Expansion
- Complete Streets
 - Regional Policy
 - State and Local Policies

More Bicycling

(Chapter 2)

Chart 2-15: US Census - Percentage of Workers Biking to Work



Better Metrorail Access

Table 2-8: Mode of Access to Metrorail - % of Daily Total	2012	2007	AM Peak - 2012	AM Peak - 2007
Bus	15.3	15.6	21.9	22.2
Auto Driver	12.6	13.7	25.6	29.3
Auto Passenger (drop off)	4.5	5.5	7.8	9.3
Rode with someone who Parked	0.5	0.6	0.9	1
Bike	0.7	0.5	1.0	0.7
Walk	62.2	62.1	37.3	33.3
Commuter Rail	1.5	1.7	3.5	3.8
Shuttle	2.5	n/a	2.0	n/a
Taxi	0.2	0.2	0.1	0.2

MEDICAL CENTER BEFORE AND AFTER, REPLACING OLD RACKS



VIENNA STATION BEFORE AND AFTER, NEW ACCESS POINT

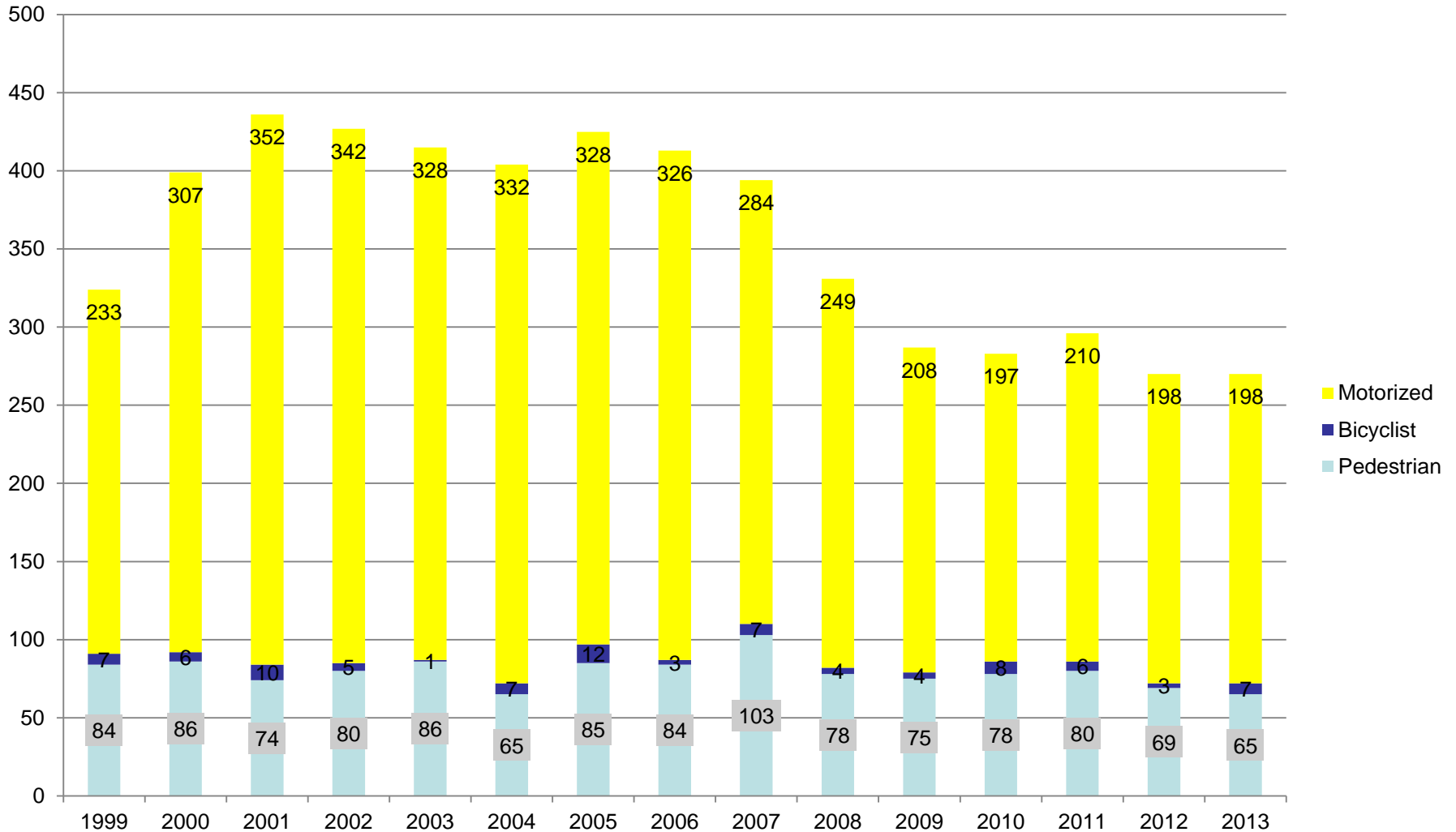


FRANCONIA – SPRINGFIELD BEFORE AND AFTER, NEW SIDEWALK TO IMPROVE SAFETY

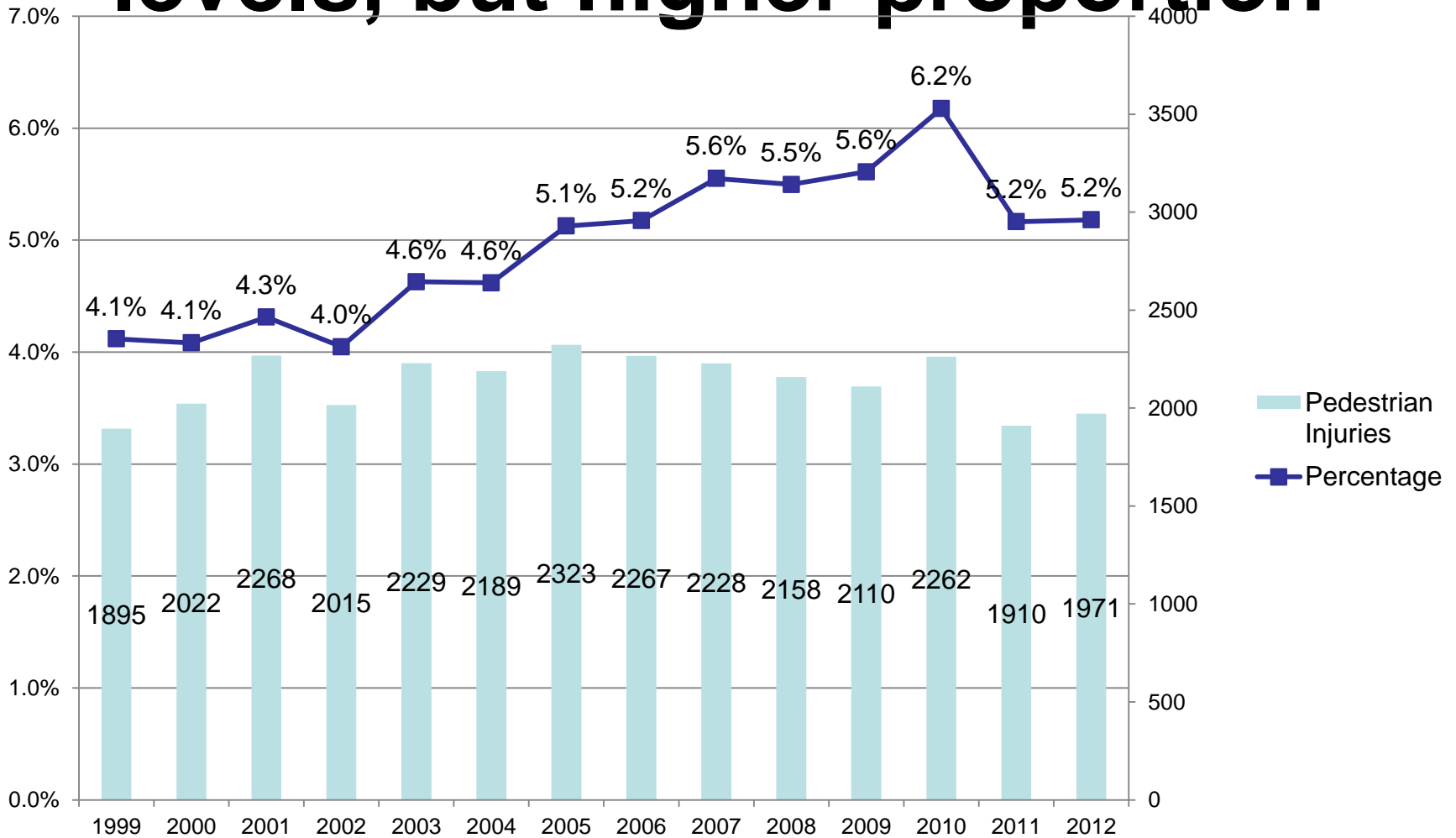


Safety: Fewer Fatalities

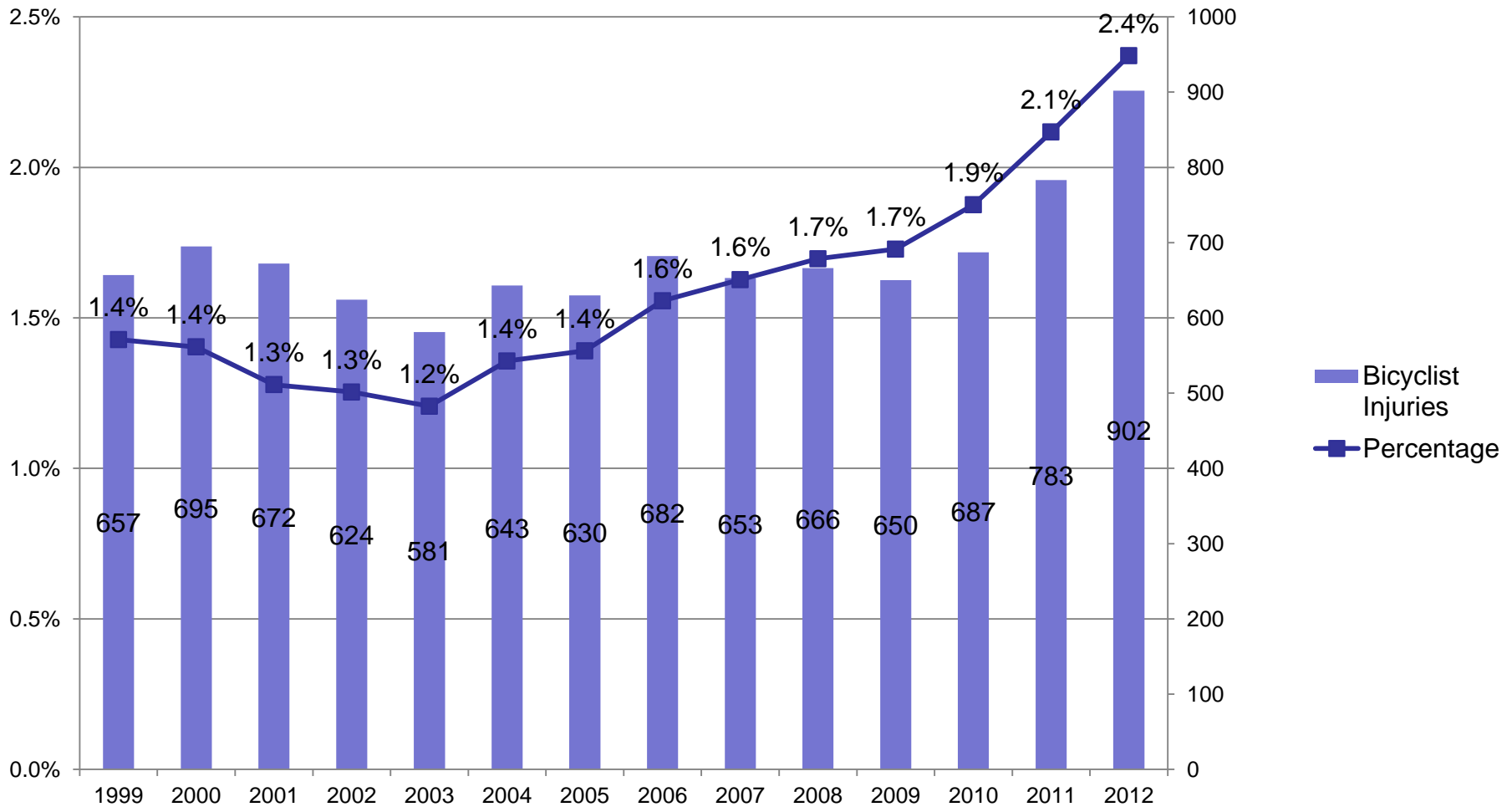
(Chapter 3)



Pedestrian Injuries: Same levels, but higher proportion



Bicyclist Injuries: Higher numbers but lower rates



New Bike Facility Types

(Chapter 4)

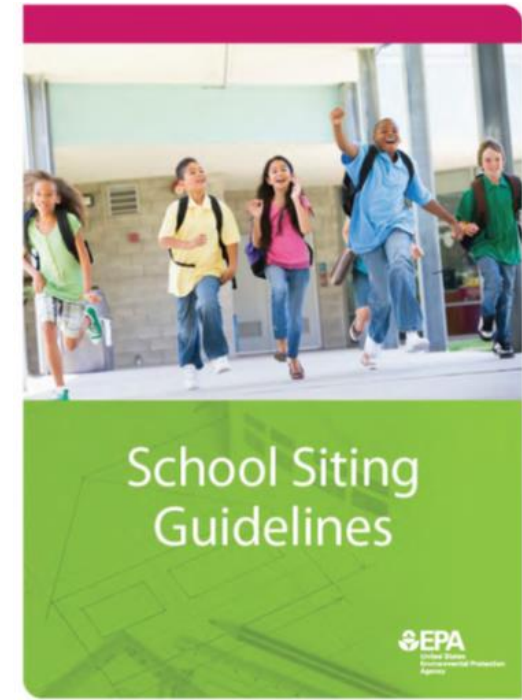
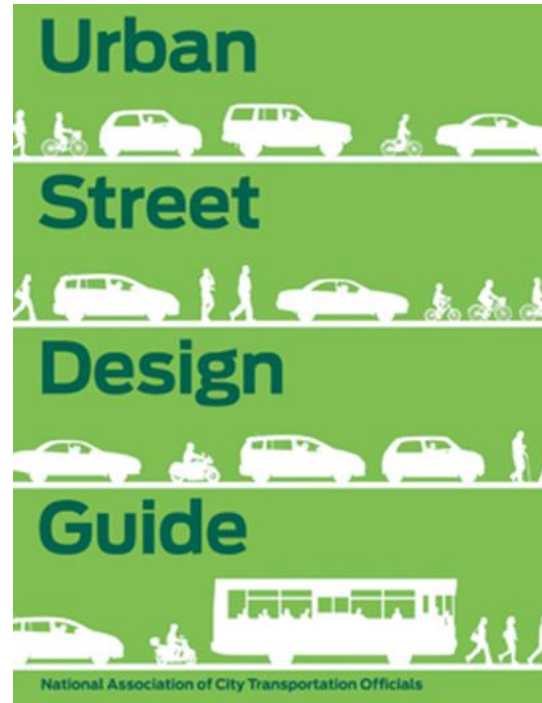
- Protected Bike Lanes
 - Physical buffer
 - Attract users of all ages and abilities
- Green Bike Lanes
- Buffered Bike Lanes
- Bike Corrals
- Metrorail Bike & Ride Facilities



New Recommended Practices

(Chapter 6)

- NACTO [Urban Street Design Guide](#) and [Urban Bikeway Design Guide](#)
- EPA School Siting Guidelines
- ITDP Bike Share Planning Guide



More Planned Facilities

(Chapter 7)

**Table 7-1:
Miles of Bicycle/Pedestrian Facilities
in the Washington Region (estimated)**

Facility Type	Total in 2005	Completed 2006-2010	Completed June 2010 – May 2014	Planned New Facilities/Upgrades	Total in 2040
Bicycle Lane	56	35	45	2090	2226
Shared-Use Path	490	53	50	1990	2583
Total	546	88	95	4080	4809

- Roughly \$6 billion in new facilities proposed
= Approximately 6% of anticipated regional transportation funding based on FY 2015-20 TIP
- Planned facility mileage is nearly four times what was in the 2010 plan

DRAFT

Figure 7-1
Selected Bicycle and
Pedestrian Projects

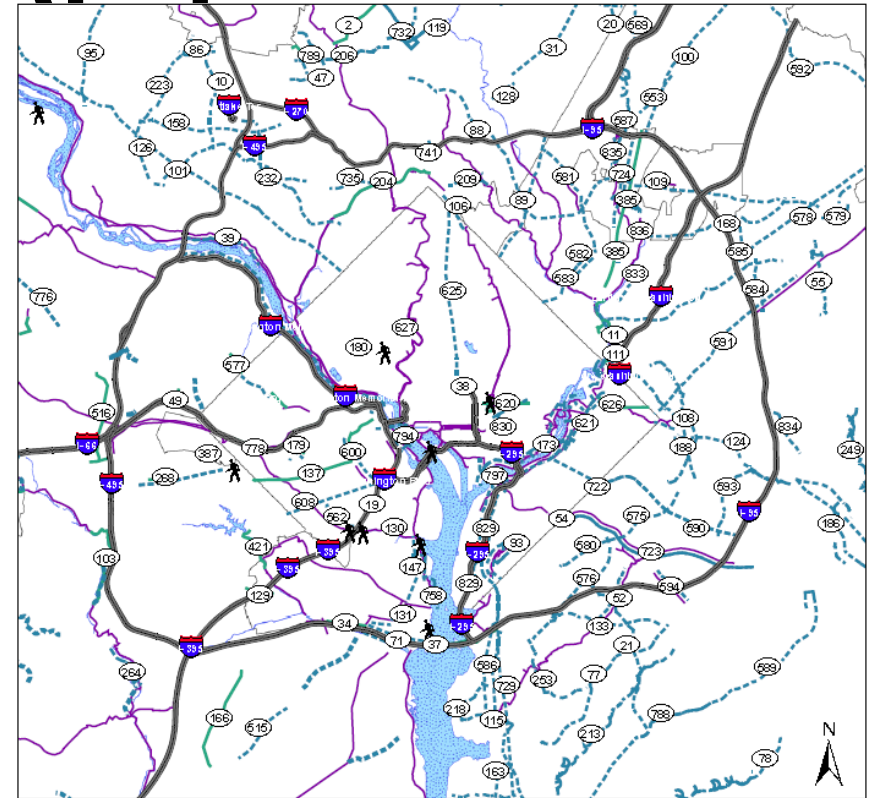
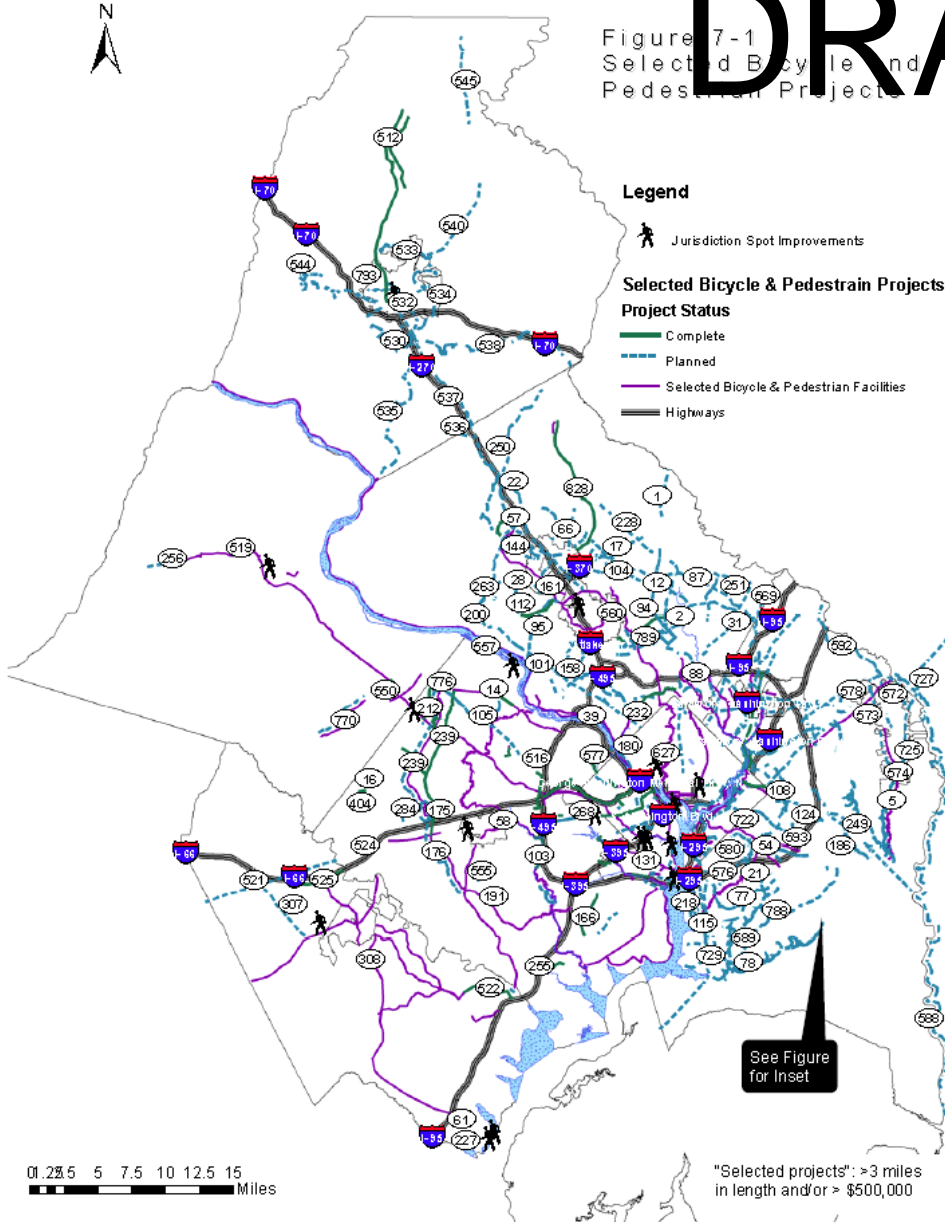
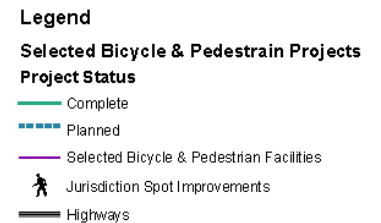


Figure 7-2
Selected Bicycle and
Pedestrian Projects

0 0.5 1 2 3 4 5 6
Miles

"Selected projects": >3 miles in length and/or > \$500,000



Some projects built since 2010



11/19/2014

15

Follow-On Actions

- On-Line Mapping and Visualization
 - Maps linked to project database
 - Other information can be added
 - More accessible to the public
- Database Updates
 - Every 2 years
- Plan Updates
 - Every 4 years