

Priority Bicycle/Pedestrian Project Descriptions and Background

Metropolitan Branch Trail (District of Columbia)

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

The Metropolitan Branch Trail has been a high priority for the District of Columbia for many years. It is in the District of Columbia Comprehensive Plan and in the District of Columbia Bicycle Plan. A few short segments, notably through the New York Avenue Metro station and a bridge over Florida Avenue, have been completed. DDOT staff and the Bicycle Advisory Committee selected it as the top priority unfunded bicycle and pedestrian project for the District, and the Director of DDOT approved the selection.

Macarthur Boulevard Shared-Use Path and Shoulder (Montgomery County)

Henson Creek Trail (Prince George's County)

This project includes the extension of the existing stream valley trail to both the north and south. In the north, the trail will be extended from Temple Hill Road to the Branch Avenue Metro. To the south, this trail will be extended from Oxon Hill Road into the Broad Creek Historic District on the Potomac.

The extension of the Henson Creek Trail has been proposed on area plans including 1981 Subregion VII Master Plan and 1985 Equestrian Addendum to the Adopted and Approved Countywide Plan. This will extend the existing stream valley trail from Temple Hill Road to the Branch Avenue Metro Station.

The trail extension was identified by the County's Bicycle and Trails Advisory Group (BTAG) as the number one trail priority in Prince George's County in 2003. Based on this recommendation, the trail was listed as the number one bicycle/trail recommendation in the November 4, 2003 Joint Signature Letter. This letter identifies top County transportation priorities, including trails, and is signed by the County Executive and Chairman of the County Council.

BTAG evaluated all major master plan trail and bicycle recommendations when coming up with the top County priorities. Other stream valley trails, on-road bike facilities, and park trails were also considered. Other top priorities include the Prince George's Connector Trail, the extension of the Paint Branch Stream Valley Trail, the Cabin Branch Trail, the Chesapeake Beach Railroad Right-of-Way Trail, and several on-road bicycle routes such as the Potomac Heritage Trail and East Coast Greenway.

Trails were evaluated on the following criteria: 1) connectivity, 2) revitalization/economic development, 3) recreation value, 4) feasibility, 5) transportation value, and 6) geographic distribution. BTAG, which includes representatives from implementing agencies, civic groups, trail groups, bicycle clubs, and municipalities, rated all the major trails based on these criteria, and the Henson Creek Trail extension had the highest overall score.

Holmes Run Greenway Shared-Use Path Improvements (I-395/Van Dorn tunnels and N Ripley Street fair weather crossing)

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

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

In 2007, the City of Alexandria began work on a \$250,000 RSTP grant to perform an engineering study of the tunnels to investigate ways to address ongoing maintenance, security and make general safety improvements for bicyclists and pedestrians. Two grants are pending for construction including a \$260,000 FY 2008 CMAQ grant and a \$560,000 FY2009 NVT A application. The City anticipates that engineering and infrastructure improvements will be more expensive than the grant funding submitted but will not have more accurate numbers until it completes the study. Additional funding is being sought from grant sources in FY10 and beyond.

Yon Lambert, Bicycle and Pedestrian Coordinator at the City of Alexandria, nominated the project.

Arlington Boulevard Bikeway Improvements (Arlington County)

This project is for design and implementation of a series of improvements to the Arlington Boulevard Bikeway in Arlington County, from the Fairfax County line to Fort Myer Drive. Major components include intersection improvements, including the

possibility of grade separations, at the Glebe Road and George Mason Drive intersections, improvements to the north side bikeway between Pershing Drive and Glebe Road where the route uses a one-way service road, and widening/reconstruction of the segment between 10th Street and Pershing Drive opposite Fort Myer. A detailed cost estimate for these improvements has not yet been developed, but a rough estimate is \$2,000,000. Some of the improvements in the vicinity of the Glebe Road intersection will be studied, designed and implemented as part of the bigger Arlington Boulevard/Glebe Road interchange improvements.

Project was nominated by Charlie Denney, Arlington Department of Environmental Services, in consultation with the Arlington Bicycle Advisory Committee.

Leesburg Pike Seven Corners to Alexandria Pedestrian Initiative (Fairfax County)

Leesburg Pike (Route 7) Pedestrian Initiative is a pedestrian safety and access improvement project consisting of pedestrian and bus stop intersection improvement projects and completion of a continuous walkway on both sides of Route 7 from the Seven Corners interchange to Alexandria. As a major transit corridor, Route 7 is a top priority for pedestrian safety improvements. Planned pedestrian improvements include sidewalks, curb ramps, pedestrian signals, crosswalks, median refuges, lighting and bus stop improvements.

Loudoun County Parkway Shared-Use Path (Loudoun County)

Build a 4.4 mile shared-use path parallel to Loudoun County Parkway from Route 7 to Waxpool Road.

The Loudoun County Parkway is identified as a primary corridor in the Loudoun County Bicycle Plan. The primary criteria used to select these corridors included public input, roadway network analysis, latent demand analysis, and an assessment of origins and destinations. Loudoun County Office of Transportation staff selected the Loudoun County Parkway as the County's top priority unfunded bicycle or pedestrian project. John Clark, Director of the Office of Transportation, approved the choice.

Old Bridge Road Sidewalk (Prince William County)

Old Bridge Road is classified as a minor arterial that carries an estimated 40,000 vehicles per day. This facility is the primary access road for numerous residential neighborhoods and two schools (Old Bridge Elementary School and Woodbridge High School). While VDOT has received funding to provide for a sidewalk on Old Bridge Road from Prince William Parkway to Cricket Lane, there is no funding source for sidewalks on Old Bridge between Cricket Lane and Mohican Lane. A sidewalk along this section of Old Bridge Road is imperative due to Old Bridge Elementary being located directly across the street from Mohican Lane and the number of children that walk to/from school in this area. On

October 16, 2007 at 3:45pm, a 12 year old girl was struck and killed along this segment of Old Bridge Road trying to walk home after a school function.

It is the goal of the County to provide for a sidewalk along this stretch of Old Bridge Road to prevent any further tragedies.

At this present time, the estimated cost for a sidewalk along this segment of Old bridge Road is \$1,000,000. This segment is approximately 0.76 linear miles.

WMATA Bicycle Parking Project

Bicycle Racks

This project replaces existing Type 3 racks with modern inverted U racks. The Type 3's are nearing the end of their useful lives, and are no longer manufactured.

WMATA's rack replacement plan, developed in June 2006, is unfunded, however, a limited number of racks were purchased by WMATA's Plant Maintenance Department. Department staff is replacing racks according to the plan. Additional funding in FY 2008 and FY 2009 will complete rack replacement in the plan and allow for additional racks to be installed.

Bicycle Lockers

Currently lockers are available only on a long-term basis. Since most bicyclists do not ride every day, this has led to significant under-use of the existing lockers.

This project pilots a new bike locker system at 3 stations each year using a parking technology system modeled after car sharing. The system is available from at least one vendor who sells the lockers, manages the Web-based reservation system, and collects rental fees through a smart card. Lockers would be available to anyone with a smart card on an hourly basis. It is anticipated that five to ten times as many smart cards would be issued as there are available lockers, in order to assure a high locker occupancy rate. This system should increase locker occupancy from around 50% to 80% or more, and serve far more people, including many occasional or casual riders who are currently unable (due to non-availability) or unwilling to rent lockers on a long-term basis. Each year's funding assumes 20 lockers will be installed at 3 stations.

Carol Kachadoorian of WMATA nominated the project in 2006. In 2007, WMATA's Department of Planning and Joint Development approved its continuation on the list. The Washington Regional Bicycle and Pedestrian Subcommittee agreed that this project is important enough to be included in the top priority unfunded bicycle and pedestrian project list.