

Priority Unfunded Bicycle/Pedestrian Projects Recommended by the Bicycle and Pedestrian Subcommittee for inclusion in the FY2010-15 TIP*

State	Jurisdiction	Project Name	FY 2010 Funding Requested (\$ thousands)	Transit Access	Bicycle Network Connectivity	Pedestrian Safety	On last year's list?	Funding Status	Funding Allocated before 12/07 Priority List	Funding Allocated since 12/07	Funding Needed After FY2010***	Estimated Total Cost****
DC	District of Columbia	Metropolitan Branch Trail	\$3,000	Y	Y	Y	Y	partially funded	\$10,000	\$2,000	\$5,000	\$20,000
MD	Montgomery County	MacArthur Boulevard Bikeway Improvements	2,945		Y			partially funded	674	426	3,991	8,036
	Prince George's County	Henson Creek Trail	750	Y	Y		Y	partially funded - design	510	490	750	2,500
	Frederick County	Monocacy River Greenway Trail Phase I	50	Y	Y			not funded	0	0	5,450	5,500
VA	Alexandria	Holmes Run Greenway Shared-Use Path Improvements	510		Y	Y	Y	partially funded	0	260	2,730	3,500
	Arlington	Arlington Boulevard Bikeway Improvements	200	Y	Y	Y	Y	partially funded	60	0	1,800	2,060
	Fairfax County	Leesburg Pike Seven Corners to Alexandria Pedestrian Init	5,000	Y	Y	Y		partially funded	0	4,000	0	9,000
	Loudoun County	Loudoun County Parkway Shared-Use Path	1,000	Y	Y		Y	not funded	0	0	200	1,200
	Prince William County	Old Bridge Road Sidewalk	1,000	Y		Y		partially funded	0	0	0	1,000
ALL	WMATA area	WMATA Bicycle Parking Project	480	Y			Y	partially funded	60	120	0	660
Total Cost			\$14,935						\$11,304	\$7,296	\$19,921	\$53,456

D.C. Total	\$3,000
Maryland Total	\$3,745
Virginia Total	\$6,710

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

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

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

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

\$19,482

*All projects are included in approved local plans and/or supported by the local government. Although some have been funded for study, none have received a full funding commitment.

**Funding requested" reflects funds that will be needed during the coming year.

***Known funding allocated in recent years. May not include previous funding for related but separate project on the same facility.

****May not include future costs for related but separate projects on the same facility.

*****Costs are in FY 2008 dollars. Inflation may increase nominal total cost.

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 George's Connector Trail at Fort Totten. On the Montgomery County side, the trail will eventually connect to the Georgetown Branch Trail.

The Metropolitan Branch Trail has been a high priority for the District of Columbia for many years. It is in the District of Columbia Comprehensive Plan and in the District of Columbia Bicycle Plan. 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. Jim Sebastian of DDOT reconfirmed that the Metropolitan Branch Trail remains the top priority bicycle and pedestrian project. This project is included in the 2006 Bicycle and Pedestrian Plan for the National Capital Region.

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

This project is to provide bikeway improvements along 13,800 feet of MacArthur Boulevard, from I-495 to Oberlin Avenue. To encourage alternate modes of travel and enhance pedestrian safety, the pavement will be widened to provide 2-3 foot shoulders to accommodate the needs of on-road commuter and experienced bicyclists. The existing shared-used path will be upgraded to current standards to promote usage and enhance safety for all users. This project will also provide for spot improvements to MacArthur Boulevard to enhance safety for pedestrians, cyclists, and motorists.

This project will improve safety and accessibility for pedestrians and bicyclists of all experience levels and enhance connectivity with other bikeways in the vicinity. In addition, spot improvements will improve the deficiencies and immediate safety concerns on MacArthur Boulevard. The Department of Transportation (DOT) prepared a Transportation Facility Planning Study document entitled "MacArthur Boulevard BikePath/Lane Improvements-Project Prospectus" in 2004, which is consistent with the October 2002 Potomac Subregion Master Plan and the 1978 Master Plan of Bikeways. This project is included in the 2006 Bicycle and Pedestrian Plan for the National Capital Region.

Gail Tait-Nouri, Bikeways Program Coordinator at the Montgomery County Department of Public Works and Transportation, nominated this project as Montgomery County's top priority unfunded project.

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. This project is also included in the 2006 Bicycle and Pedestrian Plan for the National Capital Region.

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. Fred Shaffer of MNCPPC-Prince George's County reconfirmed in September 2008 that the Henson Creek Trail remains the highest priority bicycle and pedestrian project in Prince George's County.

The Maryland-National Capital Park and Planning Commission Department of Parks and Recreation has completed the 30% design drawings for Phase 1 of the trail (Temple Hills Road to Branch Avenue) and has submitted an enhancement application for federal funding to construct the trail. The application proposes improving one of the existing culverts to accommodate the trail under the Beltway. The State Highway Administration currently opposes this option because 1) safety issues associated with flash floods; and 2) because the trail is within the floodplain it will periodically be closed due to flooding. The SHA finds this situation unsuitable as a transportation corridor and ineligible for federal transportation funds.

The Department of Parks and Recreation (DPR) is attempting to address these issues. The culvert is the most cost effective solution and DPR is willing to take liability for safety of the culvert. DPR will continue with a hydrology study to determine the average number of days a year the trail will be closed to high water in order to determine how this will impact the trail as a transportation link.

Other alternatives for crossing the beltway include a pedestrian bridge and a new, exclusive tunnel for the trail. According to DPR, both of these options dramatically increase the cost of the project to the point where it may not longer be feasible. A pedestrian bridge would be extremely difficult to make ADA accessible due to the vertical distance necessary to exit the stream valley safely cross the Beltway, and return to the stream valley. There are also cost, engineering, permitting and liability issues associated with constructing a new tunnel for the trail. In addition, due to the floodplain location, a new tunnel may still be prone to flooding.

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 this project as the City of Alexandria' top priority bicycle and pedestrian project.

Arlington Boulevard Bikeway Improvements (Arlington County)

This project is for design and implementation of a series of bicycle and pedestrian safety and access improvements to the multi-use trail that parallels Arlington Boulevard in Arlington County. The project area extends from the Fairfax County line to Pershing 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 trail 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 is roughly estimated at \$2,000,000.

The project was initially nominated in 2005 by former Bicycle & Pedestrian program manager Charlie Denney, and re-nominated in 2007 by current program manager David Goodman. This project was developed in consultation with the Arlington Bicycle Advisory Committee and is included in Arlington County's Master Transportation Plan. This project is included in the 2006 Bicycle and Pedestrian Plan for the National Capital Region.

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

Leesburg Pike (Route 7) Pedestrian Initiative is a pedestrian safety and access improvement project consisting of pedestrian and bus stop intersection improvement projects and completion of a continuous walkway on both sides of Route 7 from the Seven Corners interchange to Alexandria. As a major transit corridor, Route 7 is a top priority for pedestrian safety improvements. Planned pedestrian improvements include sidewalks, curb ramps, pedestrian signals, crosswalks, median refuges, lighting and bus stop improvements. This project is included in the 2006 Bicycle and Pedestrian Plan for the National Capital Region. Charlie Strunk, Bicycle Coordinator of Fairfax County, nominated this project.

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. This project is included in the 2006 Bicycle and Pedestrian Plan for the National Capital Region. Shaheer Assad, Trails Planner at Loudoun County, nominated this project.

Monocacy River Greenway Phase I (Frederick County)

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

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

John Thomas, Principal Planner, of Frederick County nominated this project. This project is included in the 2006 Bicycle and Pedestrian Plan for the National Capital Region.

Conceptual Alignment:

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

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. This project is included in the 2006 Bicycle and Pedestrian Plan for the National Capital Region. Monica Backmon, Regional Planner at Prince William County, nominated this project as the top priority for Prince William County.

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. In 2008 Kristin Haldeman of WMATA reconfirmed the project as WMATA's top priority bicycle and pedestrian project.