Priorities 2000
Metropolitan Washington
CIRCULATION SYSTEMS

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Efficient circulation in our urban areas has always been a concern in the National Capital region. Pierre L'Enfant's original plan for Washington,with its grid of streets and diagonal avenues, provided efficient circulation for those travelling on foot or horse, and later for those on street cars, automobiles and buses.

More recent plans have responded to the region's rapid growth since World War II, particularly in outlying areas surrounding the District. The 1966 *Policies Plan for the Year 2000* (also known as the 'wedges and corridors plan') called for the development of suburban centers along transportation corridors. These centers were to "serve as the focal point for economic and social life of each new community." Many of these suburban centers have come to life over the last few decades as the region has experienced tremendous population growth.

TPB Vision

In 1998, the National Capital Region Transportation Planning Board (TPB) adopted a new vision for transportation and development in the region. The Vision builds on past plans by calling for dynamic 'regional activity centers' and a regional core linked by multi-modal transportation corridors. The activity centers are to contain "a mix of jobs, housing, services and recreation in a walkable environment."

Some of the region's activity centers meet this description and provide adequate circulation. However, in most activity centers — particularly the newer, suburban ones – moving from one destination to another is a challenge. Businesses are often separated from each other and from residents by high-speed roads and large parking lots. Transit, when available, is usually designed for travel to another activity center. Even in older, established activity centers, transit is often difficult to use for short trips, and bicycle and pedestrian facilities are often lacking.

The TPB acknowledged this challenge in one of its Vision objectives: "Improved internal mobility with

reduced reliance on the automobile within the regional core and regional activity centers." The short-term Action Agenda component of the Vision calls for "designing and developing circulation systems that maximize the use of transit (rail, monorail, bus, shuttle, etc.) and pedestrian and bicycle facilities."

In Washington D.C., the diverse Adams Morgan neighborhood represents an urban activity center.

Tysons Corner, Virginia is the largest suburban activty center in the region.

Transportation and Community and Systems Preservation Pilot Program

In 1999, the Federal Highway Administration awarded the Transportation Planning Board a grant to help achieve two key components of the TPB vision: improving circulation within the regional core and regional activity centers, and integrating green space into a regional greenway system. Under the grant, funded by the Transportation and Community and Systems Preservation (TCSP) Pilot Program, the TPB established a Circulation Systems Advisory Committee. This committee, with the assistance of a staff and consultant team, identified proposed circulation improvements. These types of projects are not readily funded as part of the normal transportation planning process.

This report provides information for the design, funding and implementation of circulation systems. By highlighting priorities and identifying the necessary resources, the report will help planners, advocates and elected officials move circulation projects along the path to completion.

A companion TCSP report developed by the Green Space Advisory Committee addresses the greenway component of the grant.

Priorities 2000: Metropolitan Washington Circulation Systems

Priorities 2000: Metropolitan Washington Circulation Systems is organized into three parts. Part one, *Introduction,* defines circulation systems and describes their benefits. Part two, *Regional Priorities,* identifies and portrays potential circulation projects for implementation. Part three, *Project Implementation Strategies,* identifies resources and techniques for funding and implementing the circulation projects identified in this report, as well as other potential circulation system improvements. At the end of the report, local resources and contacts are listed.

What is the TPB?

The National Capital Region Transportation Planning Board (TPB), the federally designated Metropolitan Planning Organization for the region, guides transportation investments in the region through the development of a 25-year Long-Range Plan and a six-year Transportation Improvement Program. The TPB includes elected officials from local governments and the Maryland and Virginia General Assemblies, as well as representatives of the transportation agencies from the District of Columbia, Maryland and Virginia, the Washington

In Bethesda, busy sidewalks cafes are popular in this suburban activty center.

Metropolitan Area Transit Authority (WMATA), and non-voting members of the Metropolitan Washington Airports Authority (MWAA) and federal agencies.

What is COG?

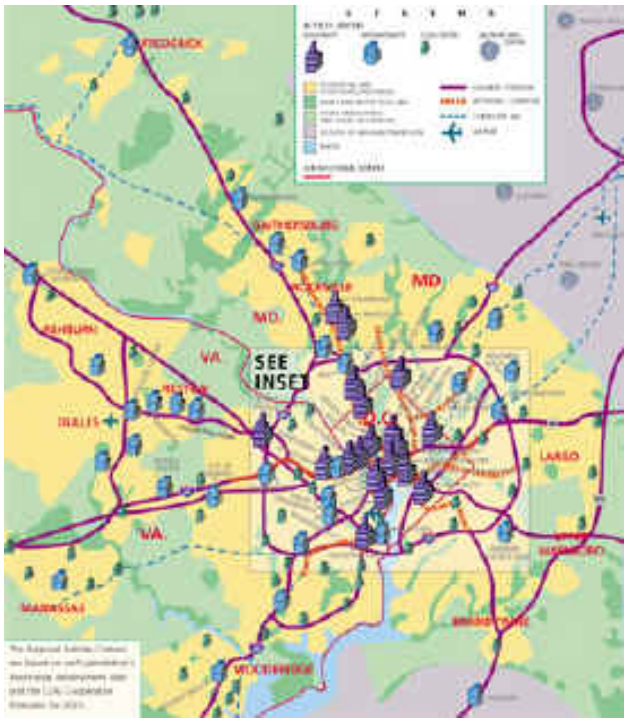
The Metropolitan Washington Council of Governments (COG) is the regional planning organization of the area's major local governments and their governing officials. COG works toward solutions to problems in such areas as growth, air and water quality, transportation, and housing. The Transportation Planning Board, while a separate entity, is located at COG.

What is an Activity Center?

As part of its 1998 transportation Vision, the Transportation Planning Board called for the creation of, "a composite regional map that identifies and integrates a system of regional transportation corridors and facilities, the regional core, and regional activity centers, and "green space" which will serve as a basis for future transportation planning and funding priorities."

The TPB and COG worked together to prepare this map. The region's planning directors began to define and identify the regional activity centers in 1999. Using criteria such as existing and projected jobs and households, and job and household density, the planning directors identified over 100 activity centers. These centers were grouped according to size and type and mapped along with the region's transportation corridors and land uses. This page shows the initial map of the locations of the activity centers resulting from this effort. A joint working group of the COG Board

and the TPB is refining the activity centers map. Almost all of the proposed circulation systems identified in this report fall within one of the activity centers. This report focuses on the role of circulation systems in these activity centers.



The TPB's Vision, adopted in 1998, calls for dynamic regional activity centers linked by multi-modal transportation corridors.

"When you look at the culture of the technology work force, you see that we have ideas about how we want to live. We don't want to be stuck in traffic all day. We want to live in a walking community."

-Matt Goddard, co-founder of Impreza Design Group, Inc.,

in the Washington Post, August 15, 2000

Goals and Objectives

In 1998, the National Capital Region Transportation Planning Board at the Metropolitan Washington Council of Governments adopted a vision statement for transportation in the 21st Century.

"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."

Regional Goals

Regional transportation goals identified in the 1998 vision, include:

- Enhancing quality of life and promoting a strong growing economy
- Providing a better pedestrian environment
- Promoting reasonable access to transit
- Enhancing the use of technology
- Developing better funding mechanisms
- Improving support for international and inter-regional travel and commerce
- Protecting the natural environmental, cultural and historic resources, and communities

Additionally, to improve circulation systems within activity centers throughout the region, the vision includes the following objectives:

- Creating an economically strong regional core.
- Creating economically strong regional activity centers with a mix of jobs, housing, services, and recreation in a walkable environment.
- Developing a web of multi-modal transportation connections between the regional core and activity centers.
- Improving internal mobility within the regional core and activity centers.
- Encouraging efficient and safe movement of people, goods, and information with minimal impact to surroundings.
- Reducing reliance on the automobile.

The TCSP program goals are:

- Improving the efficiency of the transportation system.
- Reducing the impacts of transportation on environment.
- Reducing the need for costly future investments in public infrastructure.
- Ensuring efficient access to jobs, services and centers of trade.
- Encouraging private sector development patterns to support these goals.

To achieve the goals of the Transportation Planning Board and the TCSP Program, this report identifies

priority circulation projects and implementation strategies.

Types of Circulation Systems

A circulation system generally refers to infrastructure or facilities that enable an individual to move from place to place within a specific area. In this report, three types of circulation systems have been identified to help achieve regional transportation goals. These include Transit Systems, Pedestrian Systems, and Bicycle Systems, or a mix of these three.

Transit Systems

Transit systems include circulator or shuttle buses that usually operate on a fixed loop route. Circulators and shuttle buses complement the network of regional routes.

Circulator routes usually link several key origins and destinations within a single activity center, such as a Metro station, major employers, and residential areas. The routes are generally nonlinear, and offer short headways and frequent stops.

These systems often use smaller buses or vans and some are sometimes designed to meet the needs of specialized populations, such as the elderly and the disabled. While the systems are generally confined to one activity center, they offer connections to regional bus and rail networks

.....all mobility is really getting somewhere to do something. In other words, it is access that matters, not the means used.

Beverly Ward, Home of a Man

The Rockville Pike LunchTime Shuttle provides free shuttle bus service along Rockville Pike between Rockville and White Flint mall. Since its implementation in 1999, the shuttle has provided an alternative to driving for people working along Rockville Pike.

Pedestrian Systems

The most basic form of circulation in an activity center is walking. Walking is the mode of choice for nearly all trips of one-tenth mile or less. Likewise, nine out of ten trips within a typical downtown are on foot (Ewing, 1997). While this mode may seem self-evident and easy to plan, it is often neglected. Many activity centers with major roads are often designed primarily for automobile ciculation at the expense of pedestrians and bicyclists.

In some cases, simply providing sidewalks will improve pedestrian circulation. In other cases, more extensive retrofitting of the urban infrastructure is required. Pedestrian activity is a sign of a vibrant activity center.

Arlington County wayfinding system. Wayfinding signs in the Rosslyn-Ballston Corridor are designed to guide pedestrians, bicyclists and motorists to destinations in and near the corridor

Bicycle Systems

Like pedestrian systems, bicycle systems are often overlooked in activity centers. Traveling by bicycle in densely populated areas can save time and reduce congestion. While trails are often the solution for connecting activity centers, bike lanes may work better for internal circulation in developed activity centers where space is limited. Bicycle parking is just as important as these linear facilities. Secure, covered parking at transit stations, businesses and office buildings helps increase the number of cyclists using bicycles for transportation purposes.

Benefits of Circulation Systems

Improving existing facilities or providing new circulation systems will benefit both system users and the general community. Benefits can range from better health and fitness for walkers and bicyclists to improvements in the environment and transportation systems.

Nine out of ten trips within a typical downtown are on foot

Less Congestion and Pollution

Vehicle trips add to the region's traffic congestion and air pollution. The Washington metropolitan area has air quality problems, and motor vehicle emissions are projected to increase significantly by 2020. Short distance trips are the biggest contributors to this air quality problem; they are the least fuel-efficient and they generate the most pollution per mile traveled. Sixty percent of all trips nationally are five miles or less.

Bicycling, walking and transit are effective alternate transportation modes that can displace short distance automobile trips. This displacement reduces the number of vehicle miles traveled and the number of cold engine starts during which a majority of pollutants from small trips are released. Ultimately, increased use of these modes can help the region reduce emissions and meet air quality standards.

Increased Access

Transit, bicycling, and walking offer options, other than single passenger vehicles, for people who are unable to drive or who choose not to drive. Public transit systems and private taxi services, for example, can accommodate blind or physically handicapped people, as well as the general public, as an alternative to the automobile.

Safe, secure bicycle parking at

Enhanced Regional Network

When individuals have better mobility within activity centers, they will have more choices for travel between activity centers. Better circulation means better access to regional bus, Metro, and rail stations. Circulation systems provide the ability to switch from one mode of travel to another, thereby enhancing the regional transportation network and capitalizing on the region's investment in public transportation.

Health

transit stations, businesses, and work sites is essential for encouraging bicycling in regional activity centers.

Participating in low to moderate levels of exercise, such as bicycling and walking, reduces the risk of coronary heart disease, stroke, and other chronic diseases, and also reduces long term health care costs.

For every mile a person walks or runs, he or she will save society 24 cents per mile in medical and other costs, according to a Rand Corporation study.Walking or bicycling (instead of driving) reduces health care costs. People who exercise regularly have 14% lower claims against their medical insurance, spend 30% fewer days in the hospital, and have 41% fewer claims greater than $5,000 (U.S. News and World Report, December23,1991).

Existing Circulation Systems

The Washington area is home to a wealth of effective circulation systems. Circulation systems help create a neighborhood away from home for thousands of commuters in our region, and enhance the sense of community for people who live in and near these activity centers. These existing systems can provide insight for developing new ones throughout the region. Appendix A provides an inventory of forty-nine existing circulation systems identified during the course of this project and some of their key features.

Transit

In the Washington area, circulator buses operate in several activity centers. In Arlington, the Ballston Shuttle runs from the business community on Glebe Road to the Ballston Metro Station. Likewise, ARTS buses circulate throughout Crystal City, linking commuters to the Crystal City, Pentagon, and Pentagon City Metrorail stations. In the City of Fairfax, CUE buses link the Vienna/Fairfax-GMU Metrorail Station and George Mason University and stop at all major shopping and recreation areas in the city. The Transportation Association of Greater Springfield (TAGS) supports a circulator bus serving the Franconis-Springfield metro station and nearby shopping and lodging for only 25 cents. In Montgomery County, a lunchtime shuttle operates on Rockville Pike for employees in the area. Metrobus also operates as a circulator on many routes, bringing

passengers from home and business to a metro station and/or activity center

Some systems are publicly funded, but operated by private contractors or non-profit organizations. These operators are a crucial source of expertise and should be consulted during the development of new transit systems.

Colleges and universities in the area provide circulator buses for students and staff. The Georgetown University Transportation Service (GUTS) operates buses along routes in both the District and Northern Virginia to bring students to the Washington, D.C. campus. Likewise, the extensive University of Maryland bus system circulates around the UMD campus and to local Metro stations, satellite parking, and surrounding residential neighborhoods.

Transit systems carry commuters from their homes to park ‘n ride facilities, where they can form carpools and vanpools with other commuters to reach their destinations. Transit systems also carry commuters to Metrorail and commuter rail lines, such as the Virginia Railway Express (VRE) in Virginia and Maryland Rail Commuter(MARC) in Maryland.

Pedestrian

Pedestrian circulation works best in an urban setting where destinations are close together and not separated by wide roads and large parking lots. Many of the region’s older ac

tivity centers, such as downtown DC and Old Town Alexandria, are well suited for pedestrians. In newer centers like Bethesda, businesses have made an extra effort to accommodate pedestrians by installing wayfinding signs, benches, landscaping, and enhanced crosswalks.

Bicycling

As with walking, bicycling works best in urban settings with calm traffic or special accommodations, such as bike lanes and trails. Alexandria, Rockville, and Gaithersburg have recently completed bicycle plans that emphasize circulation in and around activity centers. The Bethesda initiative, mentioned above, includes bicycle parking racks. Likewise, several communities in Virginia and Maryland have taken part in a regional initiative to install 2000 bike racks. Arlington County encourages bike parking, showers and lockers in new office buildings as part of the development review process.

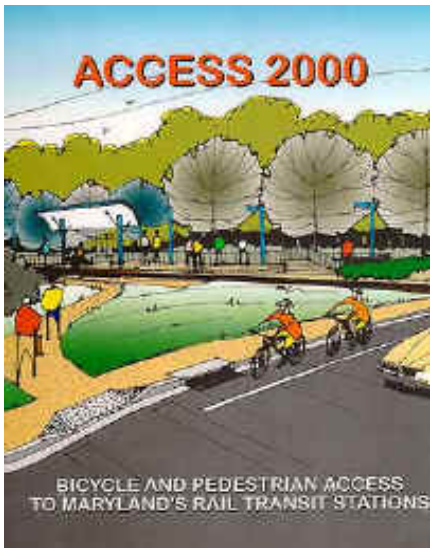
On-going Regional Circulation Studies

Major studies of ways to improve circulation include the following:

MTA Access 2000

In 1998, the Maryland Transit Administration (MTA) assessed roads approaching all transit stations in Maryland for bicycle and pedestrian compatibility. Roads were rated from one through five for bicycle friendliness.

Currently, the agency is working with local governments to improve the problem roads, thereby increasing bicycle and pedestrian access to transit. For more information on the report, call MTA at (410) 767-3771.



Access 2000 assessed roads approaching all transit stations in Maryland for bicycle and pedestrian compatibility.

WMATA Bus Study

The Washington Metropolitan Area Transit Authority (WMATA) is conducting a comprehensive study of the region's bus systems, part of which will address circulation. The 18-month study will identify ways to make the bus system more responsive to customer needs as the region continues to grow. In addition to recommending service enhancements in currently served areas, the study may recommend new markets for bus service, new types of bus service, and physical or technological improvements to facilitate bus operation in congested environments. For more information on the report, contact Ron Downing at (202) 962-2308.

WMATA Station Access and Capacity Study

WMATA is also conducting a study to improve access and increase parking capacity at Metro stations. Part of the study will investigate new or improved circulator bus systems to rail stations from surrounding residential and commercial areas, as well as park-and-ride lots. The study is also investigating fares, service improvements, and promotional efforts to encourage use of bus feeder services to Metrorail. For more information on the report, contact Ron Downing at (202) 962-2308.

Activity Centers & Urban Design

The design and arrangement of homes, workplaces, and shops can facilitate or hinder circulation. Development spread thinly over a wide area with segregated land uses requires an extensive system of roads and parking areas. Low-density development limits opportunities for travel by walking or mass transit, forcing residents and workers to rely on their automobile.

On the other hand, compact, mixed-use development found in many older urban areas, such as Old Town Alexandria, encourages walking and bicycling, while also creating enough density to support transit. The availability of transportation options reduces demand for high-volume roads and parking in these types of activity centers.

Specifically, efficient activity centers include the following elements:

- **Mixed Use:** A mix of land uses within walking distance provides employees the option of taking care of daily errands on foot. Stimulating pedestrian activity enlivens an area and reduces air pollution generated by vehicles.

- **Density and Activity:** Concentrating retail, services, offices, and residences in selected locations helps create activity on the street.

- **Interconnected Street System:** An interconnected street system keeps local trips on the site and reduces demand on arterial streets. Shorter trip distances reduce vehicle miles traveled and make walking more convenient.

- **Pedestrian and Bicycle Orientation:** Street and building design should consider how pedestrians and bicyclists experience a place, instead of designing solely for automobile users.

- **Frequent and Reliable Transit:** For transit to become a viable commuting option for suburban workers, it must link key destinations, run on a convenient timetable, and be reliable.

- **Parking Design and Management:** Readily available, low cost, supplies of parking are often a disincentive for workers to carpool or use transit. At a minimum, parking configuration should consider pedestrian access. Parking minimization, pricing, and management should also be considered.

In addition to older compact activity centers, the region is home to more recently designed centers such as Reston, Virginia; King Farm in Rockville, Maryland, and Columbia, Maryland.

Located eighteen miles west of Washington, DC, Reston was designed as a ‘new town’ and has grown into an established and thriving community. Its layout provides a mix of land uses interconnected by streets, walkways and trails. High density uses and open spaces create a balance that encourage walking and bicycling.

Located midway between Baltimore and Washington, DC, Columbia was also designed as a ‘new town’ with a series of nine self-contained villages. Each village contains housing, schools, shopping, and recreation facilities. Each use is connected to open spaces and trails. The design of Columbia creates a community highly accessible and efficient for

pedestrians and bicyclists.

King Farm is a community still underdevelopment just north of Rockville, Maryland. It will include a mix of housing types as well as office space and shopping in three distinct villages, all within two miles of the Shady Grove Metro station. The street system is bicycle and pedestrian friendly and leaves room for a proposed light rail line.

In Reston, interconnected streets and mixed uses create an efficient activity center.

Transit Oriented Development

Activity center ciculation is also enhanced through Transit Oriented Development (TOD). Transit systems, specifically rail transit, provide a way to organize development and to shape growth. Since access to transit systems is available only at specific transit stops, it makes sense to concentrate development around the stops.

Columbia includes trails that connect each neighborhood.

There are two basic varieties of TODs - urban and neighborhood. Urban TODs are located around major transit stops and are characterized by high-intensity commercial and employment uses and high- to moderate-density residential uses. Neighborhood TODs are located on a feeder bus line and are primarily residential in nature, with commercial services intended for residents. A convenient 10-minute walk to the transit stop defines the primary area of a TOD.

The physical design around a transit station has a direct relationship to the quality of the experience of pedestrians passing through it as well as the number of transit users who may choose to walk to the transit station. A successful TOD design features a few key elements:

- A Community Core contains the transit station, major public space, high-density housing, and a commercial area with basic goods and services. The community core is the heart of the TOD.

King Farm, located near Rockville, Maryland, will be a pedestrian and bicycle friendly development near Metro.

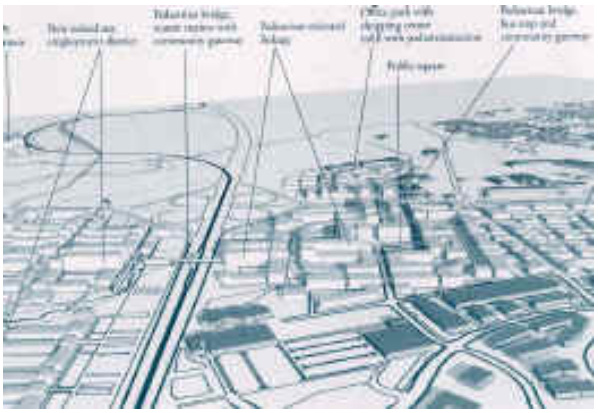
- Secondary Areas have lower-density residential and commercial uses. These areas lie beyond walking distance and up to one mile from the community core.

- A Grid Network of pedestrian and bicycle-friendly streets facilitate access to the community core.

A mix of land uses should be distributed throughout the station area at appropriate densities to help define a viable center as well as to support increased use of transit. Likewise, locating offices and shops near the community core enables transit, bicycle, and pedestrian commuting.

Other benefits of reconsidering the relationship between urban design and transit may include:

- A more active and revitalized center of activity and identity for each community;
- Improved retail, service, housing, and employment opportunities;
- Streets that are comfortable, interesting, and safe to walk along.



A recent transit-oriented development vision for Chantilly, Virginia features numerous urban design innovations to facilitate circulation. One such feature was pedestrian walkways and bridges connecting the public squares and office parks to the new transit station.

Efforts are underway to influence the pattern of development in the Washington area, thus providing better circulation. For example, the Virginia Department of Rail and Public Transportation (VDRPT) recently completed a set of studies about how to improve public transit in five areas in Northern Virginia. In all five areas, the studies found that urban design is both part of the problem and part of the solution. The studies recommend increasing density around existing and potential transit stations and reorienting new buildings and streets to improve pedestrian circulation (see the Chantilly example on this page). For more information on the study, *Transit-Oriented Communities for Northern Virginia*, contact VDRPT at (804) 786-4440.

Regional Circulation Priorities

Project Selection Process

Beginning in February of 2000, planners and advocates throughout the region were contacted in order to identify potential circulation projects. The resulting fifty-one projects were examined using a set of nine criteria to help establish a smaller set of regional priorities:

- Is the project identified as part of a local plan?
- Is the project located in an Activity Center?
- Does the project improve air quality?
- Does the project improve safety?
- Will the project improve potential for economic development?
- How many households will the project serve?
- How many employees will the project serve?
- The approximate cost of the project?
- What is the current status of the project?

The Circulation System Advisory Committee used these citeria to identify a mix of different types of projects. The Committee also wanted to include projects at different points

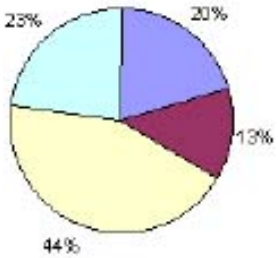
in the planning process, not simply projects that were already planned and designed and awaiting funding. Thus, the projects were grouped into three categories: (1) *Ready to Go*, (2) *Part of a Larger Project*, or (3) *Idea*.

The category of *Ready to Go* indicates that a project has received sponsorship by an agency or group, has completed some level of planning and design, and has been identified as part of a local plan. The next category, *Part of a Larger Project*, indicates that the project is an element of a larger transportation improvement or real estate development. And the final category, *Idea*, indicates that little or no planning has been completed.

In the end, nine projects were selected as regional priorities. They represent a range of project types and geographic locations and are intended to serve as models for the implementation of similar circulation system projects. After gathering more detailed information about these projects, two-page ‘portrayals’ were developed for each one. The next four pages contain a list of the fifty-one projects orginally identified (the nine priority projects are listed in italics). The following section consists of two-page portrayals for each of these regional circulation priorities.

Regional Circulation System Candidate Project List

Project titles in italics are also described in two-page portrayals in this report



Project Name	*Description*	*Location*	*Lead Agency*	*Current Status*
Maryland				
Enhance UMD Shuttle Bus	Allow public (in addition to students) to use University of Maryland shuttle buses.	College Park	Univ of MD, City	Idea
Landover Metro Station	Improve areas near proposed Landover Metro Station, including streetscape improvements and possibly a circulator bus.	Prince George's County	DPW&T	Idea
Landover Metro Station Area Pedestrian Walkway and Art Plaza	Completion of a pedestrian walkway and Arts Park from Pennsy Drive and MD 202 to the Landover Metro Station. Phase I of this project would improve pedestrian access to the Metro station and Phase II would incorporate art objects and color as part of the experience in an art plaza.	Prince George's County	PG Co Planning Dept., MNCPPC	Phase I: Ready to Go Phase II: Part of a Larger Project
Langley Park Pedestrian/ Bicycle Improvements	Provide safe pedestrian and bicycle circulation among four shopping plazas and improve connections between shopping, bus stops and housing.	Prince George's County	PG Co Planning Dept., MNCPPC	Part of a Larger Project
Prince George's Plaza Transit District Pedestrian/Bicycle Improvements	Construction of pedestrian and bicycle trails, signage and bicycle lockers and racks to improve pedestrian and bicycle circulation to and from Metro Station.	Prince George's County	PG Co Planning Dept., MNCPPC	Ready to Go
Seat Pleasant/ Addison Road Metro Station Pedestrian Walkway	Completion of a pedestrian/ bicycle trail from Martin Luther King, Jr. Highway and Eastern Avenue to the Addison Road Metro Station	Prince George's County	PG Co Planning Dept., MNCPPC	Ready to Go
Suitland Metro Station	Improve areas near proposed Suitland Metro Station, including the intersection of Suitland Road and Silver Hill Road.	Prince George's County	DPW&T	Idea
Suitland Metro Area Pedestrian Lighting and Shuttle Bus	Complete provision of street lighting throughout the Suitland business district in the vicinity of the Suitland Metro station to encourage pedestrian access to Metro and the shopping district. Establish a shuttle bus to serve Suitland Metro station, the Suitland Federal Center, new Suitland Town Center business and residential areas abutting the Town Center.	Prince George's County	PG Co Planning Dept., MNCPPC	Part of a Larger Project
Trail / Bikeways Serving Metro Station and Other Centers	The following proposed trails, serving Metro station areas within Prince George's County, are included in the 1999 Joint Signature Letter: 1) Henson Creek Trail serving Branch Avenue Metro station, 2) MD 193/ Good Luck Road Trail serving Greenbelt Metro station area, 3) Rhode Island Avenue Trail serving College Park/ University of Maryland Metro station area, 4) Cabin Branch Trail serving the Addison Road Metro station area and 5) MD 197 Bowie New Town Center Pedestrian Bridge serving the Bowie New Town Center.	Prince George's County	PG Co Planning Dept., MNCPPC	Part of a Larger Project
US Route 1 (College Park) Improvements	Improve one-mile stretch of US 1 near University of Maryland for safety, aesthetics, economic development and bicycle and pedestrian and access.	College Park	MD SHA, City	Part of a Larger Project
West Hyattsville Transit District Pedestrian Bicycle Improvements	Construction and completion of pedestrian and bicycle trails, overpass bridge and installation of bicycle lockers and racks to improve pedestrian and bicycle circulation to and from Metro Station.	Prince George's County	PG Co Planning Dept., MNCPPC	Part of a Larger Project
Carroll Avenue Improvements	Install traffic calming and streetscaping to improve bicycle, pedestrian and bus passenger access at spots between University Boulevard and the Takoma Metro Station	Takoma Park	MNCPPC, City of Takoma Park	Ready to Go

Project Name	Description	Location	Lead Agency	Current Status
Virginia				
King Street Metro Station Access	Implement recommendations from 1998 WMATA study: an additional entrance to the Metro station, pedestrian signage, reconfiguration of bus stops, an elevated connection between King Street and Cameron Street, access from King Street and Union Station to the Metro Station, and a tunnel under Duke Street to the Carlyle project. Alexandria bike plan calls for a Bike Station here.	Alexandria	WMATA, City, VDOT, VDRPT	Idea
Potomac Yards shuttle	Circulation Service from Alexandria to Potomac Yards	Alexandria/ Arlington	DASH/DPW	Idea
9th Street Greenway	Streetscape improvements would help connect Virginia Square Metro Station to Ballston	Arlington County	DPW	Idea
Glebe Road Pedestrian Safety	Pedestrian safety in Glebe Road Corridor. Including improved signage, enhanced crosswalks, changes in signal timing and improved sidewalks.	Arlington County	DPW	Ready to Go
Rosslyn Circle Crossing	Study and improve bike/ped circulation through Rosslyn Circle.	Arlington County	DPW	Ready to Go
Downtown Pedestrian Improvements	Widen sidewalks, improve streetscape, and improve connections to existing trails as part of downtown redevelopment strategy.	City of Fairfax	Developers and City	Part of a Larger Project
Kingstowne Center	Plan for pedestrian walkways for proposed town center	Fairfax County	County	Idea
Merrifield Town Center	Improve sidewalks and pedestrian crossings on Gallows Road and Merrilee Drive between the Dunn Loring Metro Station and Lee Highway. Similar improvements along Lee Highway. Circulator bus being studied that could provide links between Merrifield and Dunn Loring Metro Station.	Fairfax County	County	Idea
Seven Corners Pedestrian Improvements	Study the construction of pedestrian overpass of Route 50 to provide safe/convenient access for residents north of route 50 to the Seven Corners Shopping Center.	Fairfax County	County	Idea
TYCON Towers	Pedestrian access and bridge to Tysons shopping	Fairfax County	Developer	Part of a Larger Project
Tysons Corner Pedestrian Improvements	Pedestrian improvements in Tysons Corner as part of larger circulation plan.	Fairfax County	TYTRAN	Ready to Go
Park and Ride Lot Access	Provide better connections and circulation from park and ride lots to jobs and housing at the following lots: 1) Horner Road and FW Parkway near I-95, 2) Dale City 3) I-95/VA 123 interchange, 4) I-95 at Minnieville Road and Old Bridge Road, 5) Portsmouth Road and Williamson Blvd.	Prince William County		Idea
Manassas VRE Station Access	Construct a trail as part of the widening of Richmond and Fairview roads. Install new waiting stations and bus line shelter. Construct new parking garage.	City of Manassas	DPW	Part of a Larger Project
Multi - Jurisdiction				
Friendship Heights shuttle	Operate second circulator route to serve retail areas of Friendship Heights, MD and DC along Wisconsin and Western Avenues.	Friendship Heights, MD and DC	Village of Friendship Heights	Ready to Go
Try-A-Bike Pilot Program	A demonstration project: residents within 3 mile radius of a metro station would be offered a free bike for a trial period of 1-3 months. Objectives of study: 1. How much auto access diverted to bike access, reduction in parking demands 2. Study mode choice behavior. 3. Pioneer new partnerships. 4. Identify barriers to higher level of bicycle use.	Washington DC	WABA	Idea

The nine priority projects portrayed on the following pages would cost approximately $120 million to implement (plus transit operating subsidies where appropriate).

Regional Circulation Priority Projects

Downtown Circulator, Washington DC

New York Avenue Metro Station Access, Washington, DC

Union Station Bike Station, Washington, DC

Central Business District Shuttle Package, Montgomery County, Maryland

Rockville Town Center, City of Rockville, Maryland

Suitland Metro Area Bus and Pedestrian Improvements, Prince George's County, Maryland

Old Town Fairfax Redevelopment, City of Fairfax, Virginia

Rosslyn Circle Crossing, Arlington County, Virginia

Tysons Corner Pedestrian Improvements, Fairfax County, Virginia

The regional circulation projects are described in detail on the following pages. Each two-page portrayal includes a

brief overview of the project and a generalized map showing the approximate location of the system. They also include brief summaries of the following:

Status: Describing approximate timelines that are subject to change with available funding.

Next Steps: Listing what actions should be taken to spur implementation in the short-term that are not currently planned for the immediate future.

Benefits: Listing specific ways the circulation will benefit the regional system.

Challenges: Listing specific issues associated with the circulation system that will require special attention during implementation.

Stakeholders: Listing major agencies, organizations, and groups which should be involved in the planning and implementation process. The list does not include all potential stakeholders.

Costs: Describing preliminary estimates for the cost of implementation, if available.

Funding Sources: Describing past and current funding sources and listing potential government funding programs for which the greenway may be eligible.

Regional priority projects

1. Downtown DC Circulator

2. New York Avenue Metro Station Access

3. Union Station Bike Station

4. Montogomery County CBD Shuttle Package

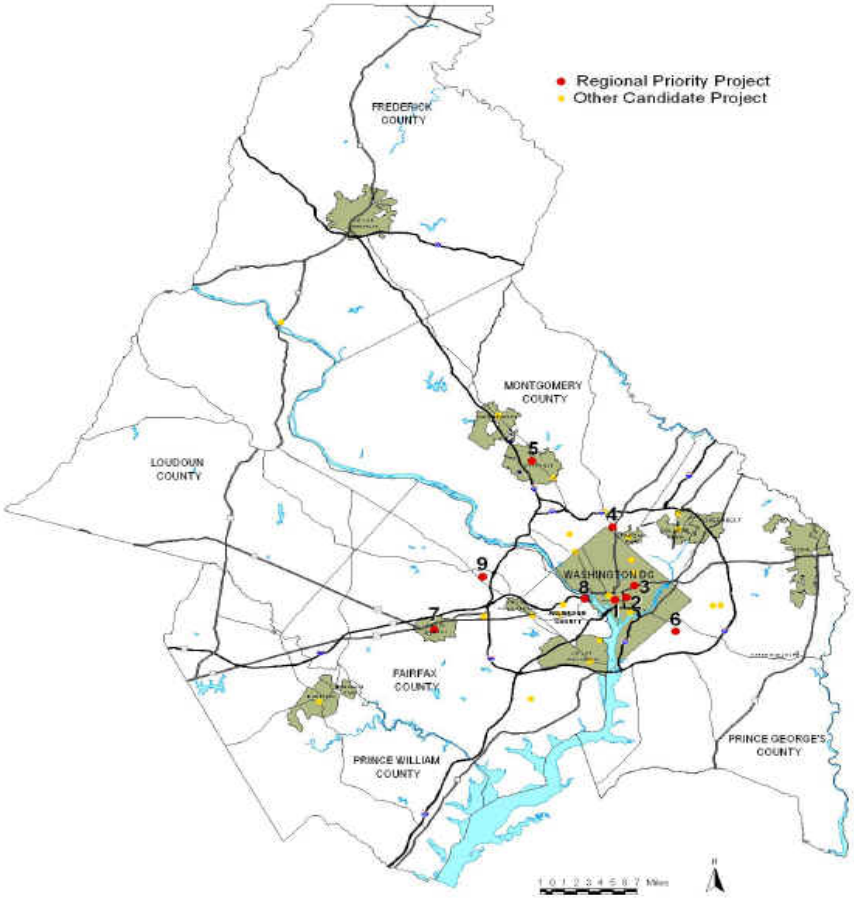
5. Rockville Town Center

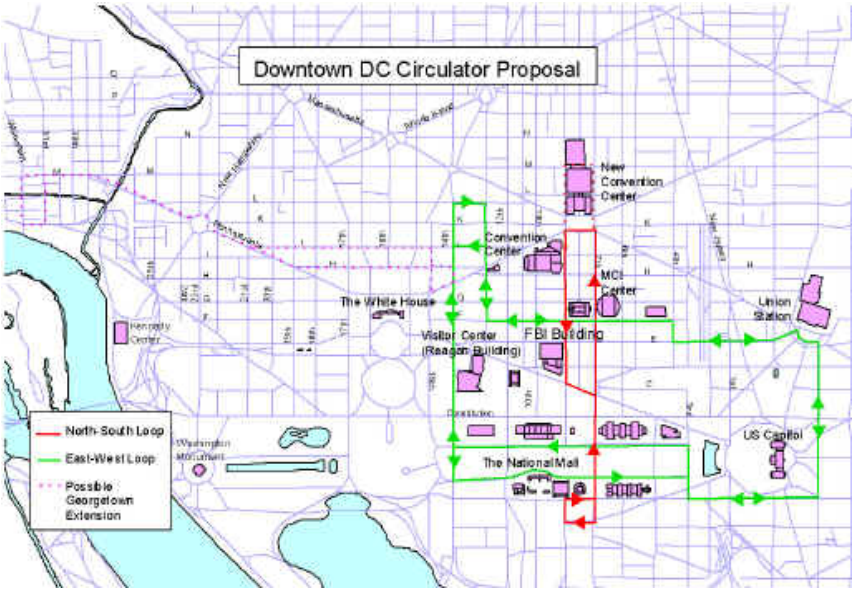
6. Suitland Metro Area Bus and Pedestrian Improvements

7. Old Town Fairfax Redevelopment

8. Rosslyn Circle Crossing

9. Tysons Corner Pedestrian Improvements





Ù North South route runs one direction every 5 minutes, 9:00 AM to 6:00 PM, 7 days per week

East West route runs in two directions every 5 minutes, 9:00 AM to 6:00 PM 7 days per week

× 30 buses total (includes enough for spares) at a cost of $300,000 each. Average bus life is 12 years.

Proposed by the Downtown DC Business Improvement District (BID), the Mayor of Washington, and the D. C. Council, the Downtown Circulator would use an inexpensive fare system with unique, identifiable vehicles. The easy-to-use routes would help tourists travel around the National Mall area and would enable business people to make short trips for lunch and meetings throughout downtown.

Unlike Metrorail, the Circulator would be above ground, allowing people to enjoy the sights. Unlike Metrobus, the loop routes would cover a smaller area for a reduced fare.

The plan consists of two loop routes: a north-south route from the new convention center to the National Mall through the heart of downtown, and an east-west route that would serve the White House, the MCI Center, Union Station, the Capitol, and the museums along the National Mall. Both routes could be expanded as new downtown attractions are added. An optional third route would link west to Georgetown. The service is expected to operate year round, seven days a week from 9am to 6pm, arriving at 5-minute intervals. The proposed fare is 25 cents.

The Circulator would help DC's 250,000 downtown workers and 22 million annual tourists get around, make downtown more accessible, improve downtown's image, reduce traffic congestion, and improve access to tourist sites.

Status

Several stakeholders have signed a Memorandum of Agreement supporting the project. Once funding is secured, the circulator could be running in one to two years. It is estimated that three years of funding is necessary to produce and track measurable results.

Next Steps

- Develop marketing plan; identifying markets to be served and character of service.
- Determine vehicle characteristics.
- Agree on funding plan, obtain funding commitments to assure implementation.
- Develop vehicle specification; seek bids.
- Test and develop fare media.

Project Benefits

• Stimulates the economy by increasing accessibility to downtown.

• Moves tourists off the Mall and into downtown destinations.

• Provides a unique and "fun" form of surface transportation to bridge the long spans between attractions and the commercial section of the City.

• Complements existing transit service.

• Improves access to tourist sites.

• Provides north-south connections to: MCI Center, convention center, Air & Space Museum, FBI Building, National Gallery of Art, and 7th Street Arts Walk.

• Provides east-west service to: Union Station, Chinatown, MCI Center, White House, National Mall, and the Capitol.

• Improves image of Downtown.

• Reduces traffic congestion.

• Provides low-cost, easy and convenient transportation.

Project Challenges

• Mall access could be limited due to tour operator that has been awarded exclusive right to operate an interpretive service on the Mall, conflicting with largest area of need.

• Depending on vehicle type, ordering to delivery time could require two years.

• Coordinating with existing transit services.

Stakeholders

Downtown DC, Business Improvement District

District of Columbia

Washington Metropolitan Area Transit Authority

National Park Service

Chamber of Commerce

Hotel Association

Washington DC Convention and Visitors Association

National Capital Planning Commission

Union Station Redevelopment Authority

Costs

$9.2 million in capital funds will be needed to acquire vehicles and make improvements at stops, and $5.4 million in annual operating funds will be needed to run the vehicles, totaling $25.4 million for 3 years of capital investment and operation.

Funding Sources

The Circulator will require a combination of funding sources because no single source of funds are available to cover all costs. Capital funding will be pursued through federal grants. Operating funds will be pursued through operating fares, advertising and sponsorship, consolidation of existing shuttle services, business community contributions, and other federal agencies.

Information Contact

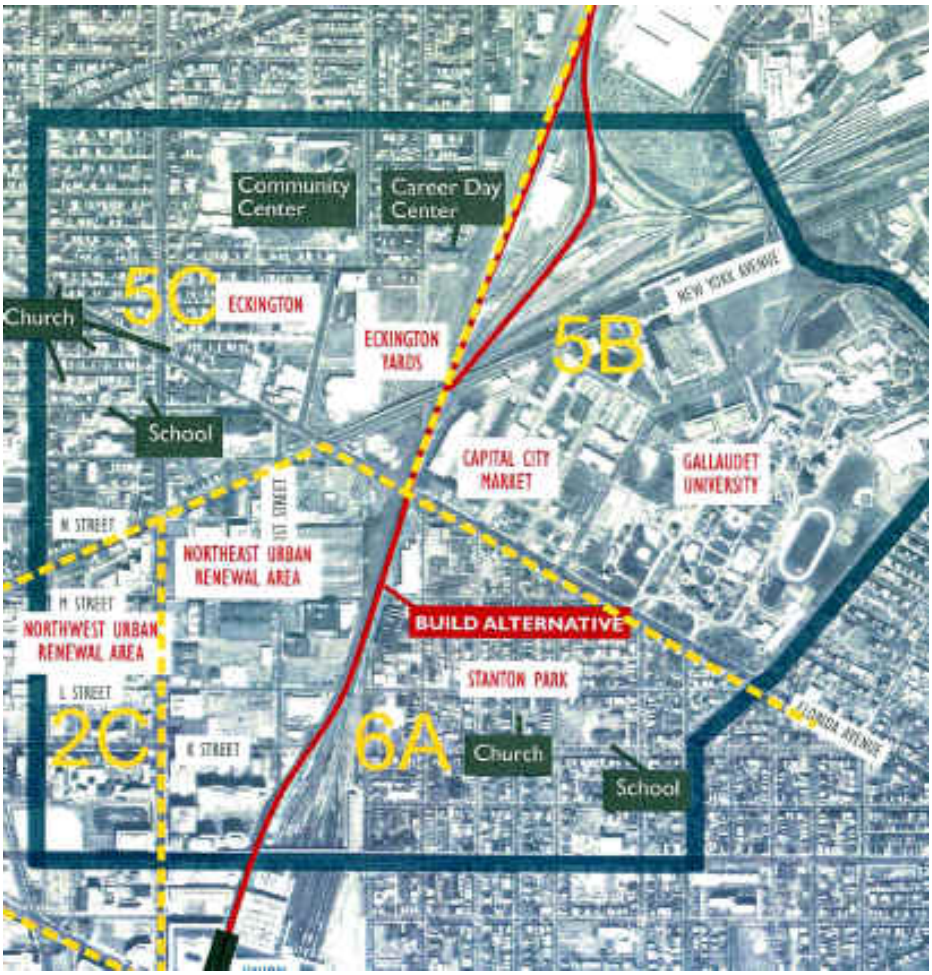
Downtown DC BID, (202) 661-7567

ÙThe Downtown Circulator is part of a larger transportation program that aims to bring more people downtown to shop, dine, and sight-see through better information, access, circulation and management.

Several new developments are coming together near the intersection of New York Avenue and Florida Avenue in northeast DC: a new headquarters for the Federal Bureau of Alcohol, Tobacco, and Firearms; a cluster of high tech businesses training and equipment; the proposed Metropolitan Branch Trail, and, most significantly, a new Metrorail station. Together, these projects will boost economic development, strengthen the regional transit system, direct resources to underutilized lands, and enhance surrounding neighborhoods.

All this activity creates opportunities and challenges for circulation and access. The opportunity exists to create a model for transit-oriented development and improve circulation in the surrounding neighborhoods. The challenge is to make the new station accessible via walking, bicycling and transit and to integrate the station with the proposed Metropolitan Branch Trail. Addressing these issues now, and as real estate development occurs, will help to ensure optimal access and circulation when the station opens.

An Environmental Assessment for the New York Avenue station has been completed. The DC Department of Public Works and Washington Metropolitan Area Transit Authority (WMATA) have agreed to negotiate a memorandum of agreement to coordinate station development with the Metropolitan Branch Trail and make pedestrian and bicycle improvements an integral part of station design. Assuming the funds become available, the new station could open in 2004.



ÙThe map above illustrates the proposed Metro Station location, surrounding development areas, and additional community facilities near the intersection of New York and Florida Avenues. The proposed Metro Station Access project will improve bicycle and pedestrian access from the station to these surrounding areas.

Next Steps

- Identify bicycle and pedestrian improvements outside the station property.
- Develop a station design incorporating the Metropolitan Branch Trail
- Acquire property for the station and trail.
- Secure funding for the station

Project Benefits

- Safe and Convenient access for residents of the surrounding community to the Metro
- Access to the Metro via the Metropolitan Branch Trail
- Improved access to employment, educational and recreational opportunities via transit.
- More commercial development and employment opportunities in the area.

Project Challenges

- Making area streets safe and accessible for pedestrians
- Designing the station itself to favor those on foot and bicycle and bus
- Integrating the station with the proposed Metropolitan Branch Trail, for those traveling both to

and through the station.

• Improving circulation between neighborhoods on the east and west sides of the tracks.

• Creating a mix of land uses in the surrounding area.

• Providing bicycle parking that is secure, covered and close to the station entrance.

• Ensuring coordination among the public agencies, land owners, businesses and residents.

• Securing funding for the new Metro station

• Resolving environmental issues associated with the Metro station

• Obtaining right-of-way for the Metropolitan Branch Trail from private property owners.

• Designing bridges will for the trail to span existing road rights-of-ways

Stakeholders

Washington Metro Area Transit Authority

Washington Area Bicyclist Association

DC Department of Public Works

DC Office of Planning

Federal Bureau of Alcohol, Tobacco and Firearms

Private landowners, developers, and potential employers

Gallaudet University

Local Area Neighborhood Commissions

Hanover Area Civic Association

Greyhound Lines, Inc.

Washington Regional Network for Livable Communities

H Street Community Development Corporation

Costs

The cost of the station is estimated to be $84 million. Design features to ensure circulation and access can be built in to this cost. The cost for right-of-way acquisition, design and construction of the Metro Branch Trail in the vicinity of the New York Avenue Metro Station is estimated to range from $2.4 million to $6.8 million. Costs for bicycle and pedestrian improvements have not been estimated.

Funding Sources

Funding for the station would consist of one-third federal appropriation, one-third DC funds, and one-third private sector funds. Congress has already appropriated money for the Metropolitan Branch Trail. The District anticipates establishing a special assessment district to raise funds from commercial property owners in the immediate vicinity of the proposed Metro station.

Information Contact

Michelle Pourciau, DC Department of Public Works, (202) 671-2740.

John Thomas, Project Manager for New York Avenue Metro Station, WMATA, (202) 962-2493

ÙThe proposed Metro Station will be near the intersection of New York and Florida Avenues.

As the region's largest and busiest surface transportation hub and the most visited destination in Washington, Union Station is an ideal site for a Bike Station. A Bike Station is a full-service bicycle storage and rental facility with guarded valet bicycle parking, bicycle rentals, repairs, supplies and possibly changing facilities. This project could also include a series of small facilities along the National Mall where rental bikes can be dropped off and/or picked up.

The Bike Station would serve the needs of commuters, visitors and travelers in and around the Union Station and National Mall areas. It would provide safe, secure and sheltered bicycle parking for people working at or near Union Station or for travelers who access the station by bicycle and need to park their bike while they are out of town. Bicycle rentals will be available to people traveling to Washington, either for business or for pleasure. Information about biking in Washington, nearby trail facilities, and recommended bike tours could be available. People renting bikes would have the option of returning them to Union Station or to one of the drop-off stations located along the National Mall. The drop-off stations could also provide bike parking, bicycling and tourist information.

The Bike Station would be located at the beginning of the proposed Metropolitan Branch Trail, which will connect Union Station with Silver Spring, MD. The Metropolitan Branch Trail is a critical leg of a circular trail system that includes the National Mall and the Capital Crescent Trail, which connects numerous destinations in Washington DC, Maryland and Virginia. The Bike Station could serve as a gateway to this trail system.

Union

Station is a major transportation hub and a popular

Ù The *Bikestation*® in Long Beach, CA provides free, valet bicycle parking and other amenities to downtown employees, residents, and visitors as an incentive to encourage bicycle use. destination itself Ø

Status

No planning or design currently is underway for a Bike Station. If approval and funding is secured, the Bike Station could be operational within one year. An access and circulation study is underway for the Union Station area.

Next Steps

- Conduct a feasibility study for a bike station.
- Identify a sponsor and partners.
- Secure funding for construction and start-up costs.

Project Benefits

- Provides safe, secure and convenient bicycle parking for people in the Union Station area.
- Provides transportation alternatives for visitors and workers destined for sites that are beyond a comfortable walking distance from Union Station.
- Serves as a trailhead facility for the Metropolitan Branch Trail.
- Provides low-cost, easy, and fun transportation and recreation.

Project Challenges

- Finding space for the bike station.
- Finding a funding source for ongoing operation of the facility if revenues do not cover costs.

Stakeholders

Washington Area Bicyclists Association

Union Station Redevelopment Corporation

Washington Metropolitan Area Transit

Authority

Washington, DC Office of Planning

United States Park Service

Smithsonian Institution

Architect of the Capitol

Costs

Both capital and operating funds will be needed to implement the Bike Station. Capital costs include a structure to house the Bike Station and structures for the exchange stations in the Mall area, as well as funds to purchase the rental bikes. Additionally, funding is needed for personnel, any lease arrangements, and general operation of the Bike Station and exchange stations. Capital costs are estimated at $500,000 and operating costs at $50,000 per year.

Funding Sources

Potential funding sources include Transportation Enhancement and Congestion Mitigation and Air Quality funds, as well as Washington, DC funds and private funds. A portion of the cost would be offset by revenues from repairs and rentals.

Bike Stations in Other Jurisdictions

The Bike Station concept is also being explored by a number of other local jurisdictions. Montgomery County is exploring the possibility of building a Bike Station in either Bethesda or Silver Spring and the City of Alexandria is considering one near the King Street Metro Station. These facilities are envisioned to provide similar services as those proposed for the Union Station location.

Ø The bike station could include an automatic rental system like the one shown above. Bikes can be rented using a debit or credit card and returned at similar stations. Stations could be placed at popular destinations along the National Mall. The unique design of these bicycles allows for easy identification, prevents theft, and incorporates advertising to offset costs.

Information Contact

Washington Area Bicyclist Association, (202) 628-2500

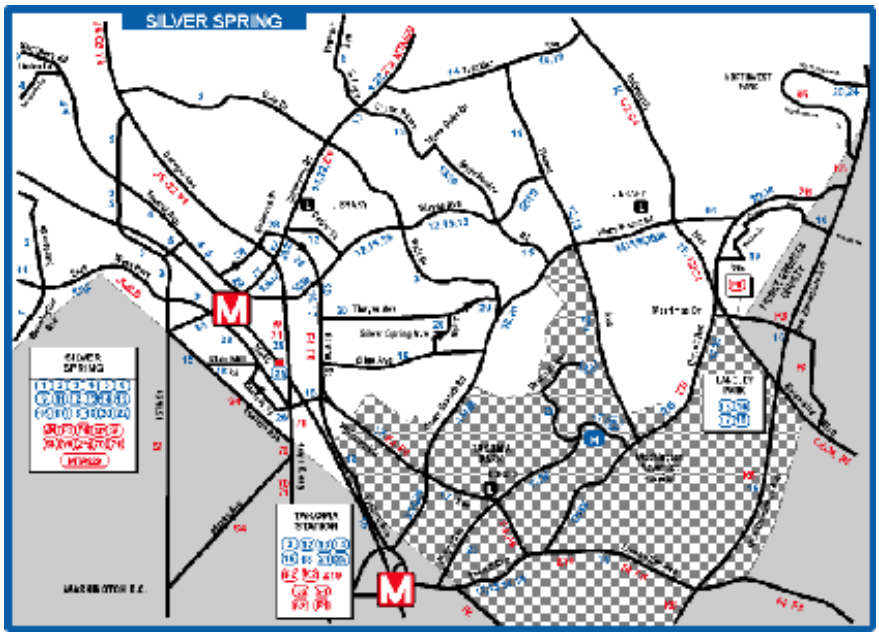
Rapid economic growth in the Washington metropolitan region has resulted in congestion in suburban Central Business Districts. Twenty years ago these suburban CBDs were losing sales to the outlying suburban fringes and suffering high vacancy rates. The trend today, and for the foreseeable future, is strong business growth and traffic congestion in the CBDs.

Faced with growing traffic congestion, the suburban commercial/ central business districts have attempted many small scale adjustments, such as changing the design of the transit vehicle or the look of transit stops. However, a comprehensive redesign of the *transit product* has not typically been attempted.

Many potential riders who could use transit do not because they cannot find a reliable transit product for the the non-commute travel portion of their day. Given a reliable CBD circulator, it is anticipated that many of these potential users will choose public transit for their daily commute as well, thereby reducing overall auto usage and congestion in the region.

The Central Business District Shuttle Package is a Montgomery County proposal to establish a prototypical circulation system in Silver Spring, Maryland, and if successfull, replicate the system in other CBDs. The comprehensive system design will include:

- Distinctive circulation vehicles that are dramatically different than the regular transit buses.
- Graphic identity program related to the specific Central Business District instead of to the managing transit system.
- Distinctive and highly visible transit stop markings that are consistent with the unifying graphic program.
- Transit stop facilities equipped with amenities more akin to a station environment than to a typical bus shelter.



Ù The Central Business District Shuttle Package will be a comprehensive redesign of the existing transit system within the Silver Spring CBD.

A sustained and appropriately funded marketing effort would support the physical design elements. The prototype Central Business District Shuttle Package would have its own marketing budget distinct from that of the larger system. An appropriate funding level is considered to be at least ten percent. The prototype CBD Shuttle Package might consist of one or several routes.

Status

Funding has been obtained for the operation portion of the shuttle package. Additional funding needs to be obtained for the purchase of vehicles and service planning and design. It is likely that further funding will be obtained within the next 2-3 years. The project could reach the implemention stage within 5 years.

Next Steps

- Identify implementation strategy, including technology and service design
- Obtain further funding to purchase vehicles for the shuttle package.
- Create a marketing program.
- Design a signage program to provide information about the shuttle package.

Project Benefits

• Reduced auto circulation and congestion within the CBD

• Improved non-commute transportation.

• Reduced parking requirements. Parking requirements within the CBD could be reduced, allowing some land to be converted from parking to higher and better uses. This would increase the local tax base.

Project Challenges

• Communicating the importance of a the design and marketing approach to citizens and community leaders.

• Achieving full funding of this initiative. In this case, the whole is greater than the sum of its parts. Cutting out parts of the project for budgetary reasons could seriously jeopardize its effectiveness.

Stakeholders

Montgomery County

Silver Spring Community Associations

Downtown Property Owners

Commercial property owners in the immediate vicinity of the proposed Metro station.

Costs

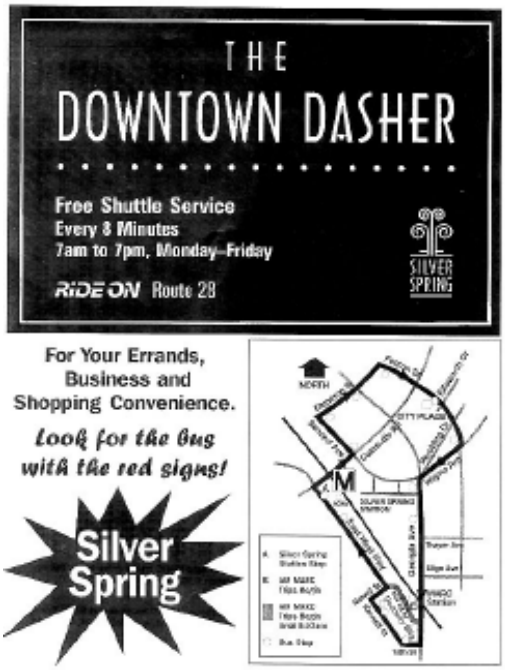
Costs will be determined upon service design.

Funding Sources

Montgomery County and the state have provided funding for the operation portion of the shuttle package. Additional funding needs to be obtained from the County to buy vehicles.

Information Contact

Carolyn Biggins, Chief, Montgomery County Division of Transit Services, (240) 777-5800



Ù As part of the Transit Marketing Program, Montgomery County designed fliers advertising the Downtown Dasher, an existing circulator which would be enhanced by the shuttle package.

Ù A logo was designed for the Central Business District Circulation Systems as part of the Graphic Identity Program.

In 1998, the State Highway Administration (SHA) Congestion Relief Study identified the need for major intersection improvements at three interections near the Rockville Town Center. Currently, crossing these intersections on foot and bicycle is difficult. To minimize undesirable impacts of intersection improvements, the City and SHA worked on a grade separation concept. The proposed grade separations would create a plaza over Rockville Pike, connecting the Rockville Metro Station with the Town Center and creating a focal point for civic, business, and social activity.

The City of Rockville is incorporating the road improvements into their plans for a new Town Center. The Town Center project would improve bicycle and pedestrian circulation and bus access to the Rockville Amtrak/Metro/MARC Station. The Rockville Station site plays a significant role in potential future development in the area. Washington Metropolitan Area Transit Authority (WMATA) owns the station and is reviewing private development proposals.

To develop a comprehensive approach to implementing these improvements, the City has joined forces with major property owners in the Town Center. Because the Town Center is the seat of government for Montgomery County, the County is the largest property owner. The City also owns properties remaining from its urban renewal efforts.

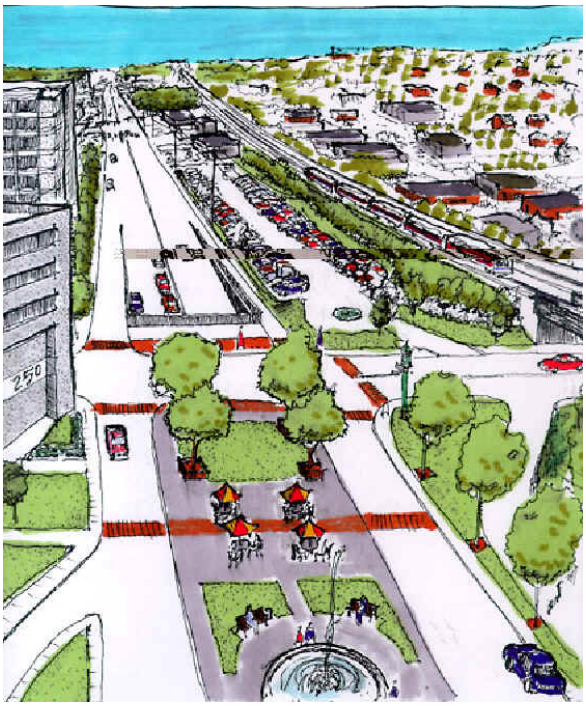
Status

The Town Center redevelopment is underway, including

demolition of the former Rockville Mall, construction of a grid street network, a park, and pedestrian plazas, and the development of retail, office, theater, restaurant, and residential space. The Grade separation is estimated to take 8-10 years.

Next Steps

- Planning, design and cost estimate for grade separation underway by SHA.



Ù Rockville Pike looking north. This artist's rendering shows the proposed pedestrian plaza over Rockville Pike. This grade seperation will improve pedestrian access and traffic flow.

Project Benefits

- Increases the use of mass transit.
- Provides better pedestrian and bicycle access.
- Complements the existing communities.
- Supports the redevelopment of the Rockville Town Center.
- Improves motor vehicle flow.

Project Challenges

- Providing vehicle capacity while improving accessibility for pedestrians and bicycles.
- Making the finished project aesthetically appealing.
- Coordinating several federal agencies and associated permits and approvals.
- Paying for construction cost.

Stakeholders

City of Rockville

Citizen and User Groups

Amtrak/MARC/Metro Station Users

Montgomery County Government

Local Retailers

Rockville Center Incorporated

WMATA

State Highway Administration

Costs

Cost have not been estimated for the Town Center improvement because Maryland SHA is currently in the planning stages. Alternative improvements are being considered, including independent grade separations and a unified deck-over option. Costs could vary significantly, depending on the chosen option.

Funding Sources

The roadway will be a state project. The City entered into an agreement with the Rockville Center Incorporated (RCI) to redevelop the Rockville Mall site. Additional funding assistance has been sought through the TEA-21 Enhancement Program and may be sought through the Smart Growth pilot program.

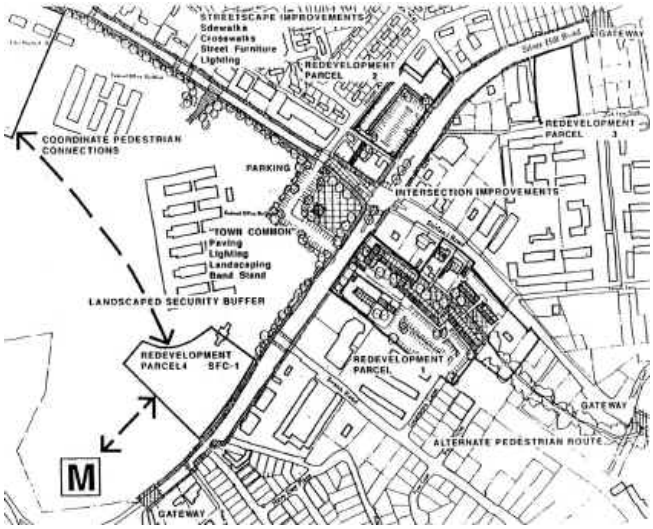
Information Contact

Larry Marcus, Chief of Transportation, City of Rockville, (301) 309-3228

The development and opening of the Suitland Metro Station in 2001 is a catalyst in the revitalization of the Suitland commercial district. The new station also presents an opportunity to improve connections and relations between the nearby federal facilities and the community. Two ideas that have been generated are the establishment of a Suitland Metro Area Shuttle Bus and improvements to the pedestrian environment.

The concept of the shuttle is to facilitate access to mass transit and to local dining and shopping establishments for the 10,000 federal employees at the Suitland Federal Center, Smithsonian Support Center and Paul E. Garber Facility. The proposed shuttle bus would consist of two loops. One loop would run from the Metro Station to the Federal Center and then return along Suitland Road to Silver Hill Road and then back to the Metro. The second loop would connect the Metro station with the Smithsonian Support Center and the Paul E. Garber Facility. It is tentatively planned that the shuttle buses would run in the morning between 7:00 and 9:00, at lunch between 11:00 and 2:00, and at the end of the work day between 4:00 and 6:00. With short headways, these loops would create convenient transit access for commuters and enable employees to venture to the redeveloped commercial area at lunch or after work.

The revitalization efforts in Suitland also are apparent in the new pedestrian and infrastructure improvements in the commercial district. A new wrought iron fence around the Federal Center, new crosswalks, wider sidewalks, refurbished building facades, street plantings, welcome signs, and street art are part of a concerted effort to make the area pedestrian- friendly and to create a new image in downtown Suitland. Other actions planned to re-establish Suitland town center as a vibrant business district include extending infrastructure improvements to neighboring areas and renovating and/or redeveloping several large key properties in the area.



Ù The new shuttle and pedestrian improvements would facilitate circulation between the Suitland Federal Center and the redeveloped commercial area nearby.

Several community-based organizations are working to implement these improvements. For example, the Suitland Beautification Committee is taking the lead in street plantings and cleanups. The Suitland Citizens Association publishes a community directory and guide of important public services. The Suitland Crime Action Team is working to prevent crime through prevention and education. Finally, the Suitland Business Association is committed to establishing the town center and drawing new businesses.

Status

The new Suitland Metro Station is scheduled to open in 2001. While the Suitland Metro Area Shuttle Bus is in the conceptual stage, many infrastructure improvements have already been impemented. Pedestrian lighting has been installed along Silver Hill Road from the site of the future Suitland Metro Station to Suitland Road. The Federal Center replaced chain link fencing and razor wire along Silver Hill Road with a wrought iron fence. Intersection widening, sidewalks, and street trees have been added along Silver Hilll Road. The Suitland Beautification Committee has organized community litter cleanups and installed decorative crosswalks at the intersection of Suitland and Silver Hill Roads. Redevelopment of key commercial sites is planned to take place in the next few years. GSA is in the process of updating a master plan for the federal property.

Next Steps

- Contact G.S.A. and explore mutually beneficial shuttle options.
- Finish and open the Suitland Metro Station.
- Redevelop the commercial district in the targeted shuttle area.
- Reorient federal employees commuting and spending habits.
- Extend pedestrian lighting to the Smithsonian Support Center and Garber Facility.

Project Benefits

- Improves community connections between Suitland and federal facilities.
- Encourages economic development of Suitland.
- Increases ridership on the Metro and decreases auto traffic.
- Improves the physical appearance of the area and efficiency of the Metro Station.

Project Challenges

- Unknown demand for a shuttle service.
- Significant commercial redevelop-ment needs to be done before any economic capture can take place.
- Perception of crime in the area.
- Getting people to ride mass transit and leave their cars at home.
- Security concerns limit options and access.
- The campus layout of the Federal Center (with deep setbacks of buildings, large parking lots, barren vegetation, and controlled access) makes connections difficult.

Stakeholders

Suitland Citizens Association

Redevelopment Authority of Prince George’s County

Suitland Business Association

Suitland Federal Center employees

WMATA

Ù Shuttle and pedestrian improvements would help revitalize the commercial district in Suitland.

General Services Administration

Costs

Pedestrian lighting along Silver Hill Road cost approximately $150,000. Intersection widening, sidewalks, and street trees to Silver Hill Road between Suitland Parkway and Suitland Road cost approximately $3,500,000. The wrought iron fence, landscaping, and new guard and visitor buildings at the Federal Center cost approximately $1,100,000. Costs have not been determined for the shuttle service.

Funding Sources

Pedestrian lighting was funded through a grant from the MTA. Funding for the shuttle service has not been determined.

Information Contact

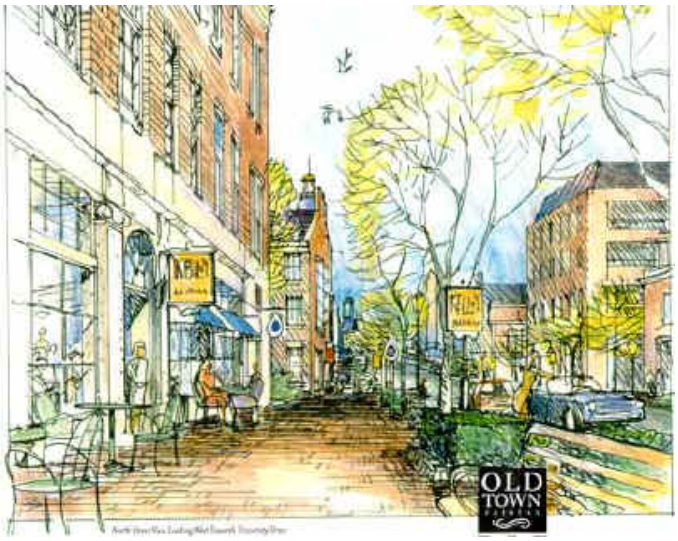
Ted Kowaluk, Redevelopment Authority of Prince George’s County, (301) 883-7402

In November 1998, the City Council of the City of Fairfax held a session to coalesce their thoughts into one vision for Old Town Fairfax. A key ingredient in the vision statement was a pedestrian friendly downtown. The vision also called for increasing the number of retail, residences and restaurants in Old Town, adding an entertainment component to the mix, and improving "people places" within the area.

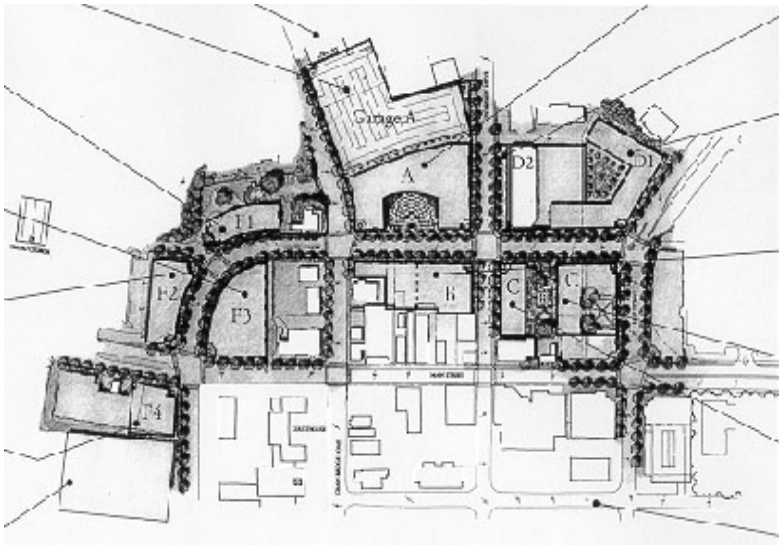
To achieve the elements of the vision statement, a redevelopment plan has been proposed with approximately 600,000 square feet of new commercial and residential space. The commercial space will include restaurants, retail, entertainment facilities, movie theater, a hotel and office space. The residential space includes 34 new residential units, with the potential to expand to nearly 200 units.

Primary in the planning process was a concern for pedestrian safety and the pedestrian environment. Therefore, the plan that was accepted by the City includes 18-20 foot wide sidewalks, including landscaping, benches, trash receptacles and bicycle racks along North Street. On sections of Chain Bridge Road, University Drive and Main Street, wider sidewalks with the same amenities will be included.

Existing CUE, Fairfax Connector, and Metrobus stops in the Old Town Redevelopment area will be improved with the addition of a Transit Kiosk and bus shelters designed to be consistent with the architecture of the new buildings. This improvement will increase the access between Old Town and the Vienna/Fairfax-GMU Metrorail Station, and also improve amenities for the riders. In addition, connections to nearby trails will be improved and bicycle parking will be installed to encourage bicycle trips from outlying areas into the Old Town area for shopping, dining and entertainment.



Ù At a time when the customer base of Fairfax County is increasingly well traveled, there is increased demand for memorable pedestrian-oriented places like Old Town Fairfax.



Ù The parcels identified above are proposed for redevelopment, while several other locations will undergo new development.

Status

By Spring of 2001 tenants and financing should be in place and the design of the buildings in Phase I will commence. The Phase I construction is expected to begin in the Winter of 2002 at the earliest. The entire project is expected to be completed by 2005.

Next Steps

- Secure financing for redevelopment (Developer).
- Design buildings and infrastructure improvements.
- Approve the building designs.
- Initiate a public information campaign regarding pedestrian, bicycle and transit access to Old Town.

Project Benefits

- Increases use of mass transit.
- Improves pedestrian access.
- Improves bicycle access.
- Creates an urban center that fosters alternative travel modes.
- Encourages economic development.

Project Challenges

- Continuing to provide vehicle throughput without conflict with local business traffic.
- Coordinating construction of the public and private infrastructure projects.
- Minimizing traffic disruption during construction.
- Funding the public improvement projects.
- Changing the behavior of citizens to be more pedestrian, bicycle and transit oriented.

Stakeholders

City of Fairfax

Historic Fairfax City Incorporated

Central Fairfax Chamber of Commerce

Downtown Fairfax Coalition

Local businesses

VDOT

Developer(s)

Costs

The private development is estimated at $150 million, some of which will be used for circulation improvements. The public infrastructure projects – two parking garages with a total of 1,600 spaces, undergrounding overhead utilities, expansion and renovation of the regional library, and improvements at North Street – supporting the private development are estimated at $37 million. Highway-related improvements, right-of-way acquisition, roadway and sidewalk widening, traffic signals, pavement markings and utilities will account for $2.5million of the $37 million.

Funding Sources

The City will fund the public projects with a lease revenue bond. The repayment of the bond will be from the following sources: redirection of a $700,000 annual payment to

Ù A downtown development plan with full City support and numerous flexible sites offers opportunities to create a premier shopping, living, dining, and entertainment district. Main Street will create an accessible place for community spirit and celebration.

Ú The City's committment to underground utilities will enhance the character of the district.

Fairfax County for library operations; and a $0.125 service district assessment on Old Town properties that will provide $160,000 annually. The remainder of the annual debt service will be paid from the general fund, primarily out of the increased tax revenues generated by the new private development in Old Town Fairfax.

Information Contact

City of Fairfax, Economic Development Office, (703) 385-7862.

Over 1,000 bicyclists and 500 pedestrians approach Rosslyn Circle on the Custis Trail every day. Currently, trail use peaks during the morning and evening commuting rush periods, which coincide with the peak vehicular traffic volumes. This heavy traffic volume creates frequent conflicts between trail users and motor vehicles at the trail's at-grade crossings.

The heavy volume at the intersection of Rosslyn Circle and Custis Trail reflects their roles as crucial links in the region's transportation network. The Custis Trail parallels Interstate 66 and links the Mount Vernon Trail and the W&OD Trail. It also provides convenient access to the commercial centers of Washington, DC and Rosslyn, Virginia, and to the Key, Theodore Roosevelt and Memorial bridges of the Potomac River. Rosslyn Circle is also an important link to the C&O Canal Historic Park, the Capital Crescent Trail and Georgetown. Rosslyn Circle is also within walking distance of major destinations, such as the Newseum, Iwo Jima Memorial and Arlington Cemetery.

Since 1993, there have been various conflicts between trail users and motor vehicles at the at-grade crossings in the Rosslyn Circle area. In addition to numerous unreported near-collisions and minor accidents, there have been 22 reported accidents involving trail users and motor vehicles at the at-grade crossings of North Lynn Street and Fort Meyer Drive. Bicyclists and pedestrians also have experienced 14 reported accidents and other significant difficulties while crossing Lee Highway (Route 29) in the Rosslyn Circle area. The majority of these accidents have occurred while the bicyclists and pedestrians are in the crosswalk and crossing with the signal.

The need to address safety problems at Rosslyn Circle has been identified as a priority in both the *Arlington Bicycle Transportation Plan* and the *Bicycle Plan for the National Capital Region.* The proposed project will fund a study to review the trail, walkway and roadway conditions, and traffic counts and accident reports. This study will identify possible safety and convenience improvements to the Custis Trail and walkways in the Rosslyn

Ù Rosslyn Circle is bounded by the Key Bridge, Fort Myer Drive, North Lynn Street and Lee Highway. Rosslyn Circle is located between the commercial and residential centers of Rosslyn and Georgetown in Washington, DC.

Circle area. Such improvements may include grade-separated crossings, trail realignments, facility upgrades, and traffic operation modifications.

Status

The project is expected to involve four significant phases.

Next Steps

- Phase I: study the existing conditions and conduct data collection.
- Phase II: identify six alternative plans for action.
- Phase III: one of the alternatives will be selected for development and designs for the preferred alternative will be created.
- Phase IV: project implementation.

Project Benefits

- Improves safety and convenience of the Custis Trail.
- Enhances Rosslyn's tourism market.
- Improves access for non-motorized users.
- Improves access for persons with disabilities.
- Enhances aesthetics of gateway to Arlington County.
- Enhances business center.

Project Challenges

- Determining appropriate and feasible design.
- Funding.

Stakeholders

Arlington County

VDOT

US National Park Service

Trail Users

Costs

Phases 1, 2 and 3 are estimated at $20,000, $50,000 and $180,000, respectively. While Phase 4 costs will be subject to the final design of the chosen development alternative, construction likely will be funded through grants.

Funding Sources

Arlington County's proposed Fiscal Year 2000 Capital Improvement Program includes a County contribution of $50,000 for the Rosslyn Circle Crossing project. The County's contribution equals 20% of the anticipated cost of

Phases 1, 2 and 3 of the project. In addition, Arlington County spent approximately $28,500 in 1998 to undertake initial safety improvements to the Custis Trail in Rosslyn Circle. This expense represents Arlington County's initial investment toward addressing the area's safety and mobility concerns.

Information Contact

Richard Viola, Arlington Department of Public Works, (703) 228-3699.

Ù Bicyclists and pedestrians using the Custis Trail at North Lynn Street regularly experience conflicts with right-turning vehicles.

Ù Bicyclists and pedestrians experience conflicts with vehicular traffic at the Custis Trail's crossing of Fort Myer Drive and Lee Highway (Route 29).

There are 90,000 jobs, 7000 homes, and 5.6 million square feet of retail space in Tysons Corner. For pedestrians, getting from one place to another can be a challenge. To address this challenge, the Tysons Corner Urban Center Plan (part of the Fairfax County Comprehensive Plan) calls for improving the pedestrian network to encourage walking between offices, shops, restaurants, and transit facilities, and to help reduce motor vehicle traffic.

In 1998, the Virginia General Assembly approved House Joint Resolution (HJR) 276 to identify interim improvements in Tysons Corner prior to the extension of rail service. The HJR 276 Committee, a broad base of Tysons Corner interests, provided recommendations to the Governor and Secretary of Transportation. One of the recommendations was to evaluate the existing pedestrian network in Tysons Corner and identify improvements to support the Urban Center Plan's vision. The Committee researched existing sidewalks, crosswalks, pedestrian amenities such as crossing signals and signs, and areas where pedestrian traffic was obvious and sidewalks were necessary. A map of the existing network and a matrix of specific problems and recommendations was developed and provided to the full Committee for review and approval.

The HJR 276 Committee consists of Tysons Corner businesses, Fairfax County Board of Supervisors, McLean Citizens Association, General Assembly representatives, VDOT, the Tysons Transportation Association (TYTRAN), Fairfax County Office of Transportation, and the Virginia Secretary of Transportation's office. The broad coalition of interests proved to be an effective tool to focus on interim improvements in Tysons Corner prior to the implementation of rail.

Ù The existing pedestrian network in the Tysons area (shown here in red) is incomplete.

Ø When a pedestrian signal is not available or does not activate quickly, pedestrians will find a gap in traffic to cross the street.

× Sidewalks should connect destination points. This one ends on the other side leaving the pedestrian to cross at the middle of the street or walk in the street.

Status

The HJR Committee, in conjunction with VDOT and Fairfax County developed a list of priority improvement, some to be made by private landowners and some to be made in conjunction with larger transportation projects, such as rail to Dulles and Beltway expansion. So far, the HJR Committee has agreed to puruse 17 sidewalk and crosswalk projects that will improve pedestrian safey and circulation.

Next Steps

- Develop plans and schedules for implementation
- Identify potential funding sources and secure funding

Project Benefits

- Improving pedestrian safety
- Reducing vehicle travel through Tysons Corner
- Increasing pedestrian traffic in the core area
- Supporting the pedestrian access needs associated with the rail project

Project Challenges

- Reaching agreement on responsibility or the sidewalk construction, maintenance and liability
- Identifying necessary right of way
- Funding the recommendations

Stakeholders

Local Residents & Employees

Local Merchants

McLean Civic Association

Tysons Transportation Association, Inc. (TYTRAN)

Fairfax County

Virginia Department of Transportation

WMATA

I mplementation Timeline

Once funding is secured, improvements will be constructed. The type of improvement - sidewalk, trail, crossing, signals - will determine the design and funding requirement, and some improvements will be ready for implementation before others. A completion timeline is currently estimated at 2 years.

Costs

The cost of sidewalk improvement projects has been estimated at approximately $1.1 million, assuming no right-of-way purchase is required.

Funding Sources

This project could be funded from a variety of sources. The HJR 276 Committee has identifying potential sources.

Information Contact

Tysons Transportation Association, Inc., (703) 714-3406; TYTRAN@aol.com; www.TYTRAN.com

Ù Simple pedestrian connections such as extending a sidewalk to the corner will improve the area.

Ú People on foot will choose the most direct route even without a sidewalk or crosswalk.

Implementation Strategy

How do we ensure the development of circulation systems in regional activity centers? Who is responsible? How are they funded? This section attempts to answer these and other implementation questions by providing guidance and contacts.

This implementation strategy is a resource for planners, community leaders, government agencies, and interested citizens working to implement circulation improvements. The *Public Participation Strategies* section highlights ways to involve the public in a project's development and implementation. The *Funding Opportunities* section describes potential funding sources for individual projects in the Washington region. The *Marketing Techniques* section outlines methods to make potential users aware of the circulation systems.

Implementation Process

Due to the wide array of 'circulation improvements', there is no clear step-by-step process for implementing a circulation system project. Some opportunities must be seized quickly without long term planning, such as retrofitting pedestrian facilities following utility work. Some small-scale projects, such as shuttle a bus system, may be executed absent a comprehensive plan. However, the implementation process features steps common to all projects.

One crucial part of any implementation process is public participation. Successful circulation projects begin as an idea presented by citizens, non-profit groups, business groups, developers, or government agencies. As the idea grows, it is critical to include all groups who may be affected by the proposed project in the process. It is also critical to begin engaging the decision makers, high-ranking agency staff and politicians, to educate them about the merits of proposed projects. Depending on the scale of the project, the number of stakeholders or partners will vary. By addressing the groups' concerns and building partnerships, broad support can be created for a project. The more a project is seen as something the community supports, the more likely the project will be implemented.

Identifying the problem: The Maryland Transit Administration has analyzed streets leading to all Metro and MARC stations in Maryland. The numerical rating system can help planners identify and prioritize improvements.

Process Steps

1. Identify the Circulation Problem

If a circulation system in an activity center needs improvement, the current deficiencies in the system must first be identified. Is it difficult for pedestrians to cross streets from a transit station to places of employment? Are there places of employment in an activity center that are not within walking distance of a transit station? Do visitors and workers in an activity center have transportation options to move around the center? These types of questions must be asked at the beginning of the process and then documented. Without a good understanding of the current problems of the existing circulation, it is difficult to develop projects that could improve the situation.

Additionally, it is never too early to identify the stakeholders and begin outreach efforts so that stakeholders can be involved throughout the process. Many stakeholder groups will have good knowledge of the problems in an activity center and can bring their own perspective to the problem identification process. For example, project leaders for a project involving pedestrian improvements near a new convention center could talk to local property owners, government leaders, civic associations, the Chamber of Commerce, and local hotel and tourism associations. Projects involving transit circulation should consult existing local transit providers for ideas. A listing of these local providers is in

cluded in the bibliographical resources section of this document.

2. Identify possible alternatives

Once a problem is identified, solutions can be explored. What are the alternatives to address the deficiencies in the circulation system? What plans have already been put forward to address the problems? How hae other jurisdictions approached the dame problem? From a long list of ideas, a smaller list of alternatives should be identified for further analysis.

Once again it is important to include stakeholder groups in this step. The more individuals and groups become vested in this process and its outcome, the more likely the groups will become a active supporters of the recommended improvements. Depending on the size and scale of the potential project, public forums or design charrettes should be considered. For example, project leaders for construction of a bicycle trail near an existing recreation center could invite local bicycle associations, schools, youth groups, government officials, and state transportation representatives to share their ideas during a design charrette.

This is also a good time to begin to identify potential funding sources. Although cost of a particular alternative should not be a major reason to eliminate it from consideration at this point, it is important to begin to get an idea of the source and amount of available funding.

3. Analyze Alternatives

Once alternatives have been identified, they need to be analyzed to determine the feasibility (both physical and political) costs, benefits and impacts. Criteria to evaluate the results of the analysis should also be identified. The criteria could include: potential number of people served by each alternative; relative costs of projects; ease of implementation; economic development potential; and potential to improve air quality. The criteria are then applied to the various alternatives to allow for a comparison. The analysis should result in identification of a recommended alternative, which then is presented to a local authority for approval. Once again involving stakeholders in the review of the results is a good idea.

4. Design a System

Once an alternative is approved, a plan is developed. This plan should outline the details of the proposed project, including items like design of any physical improvements, operations, costs and potential funding sources. The design process should also include public involvement. Public meetings with citizens and local interest groups can be held to review the proposed designs and address any concerns.

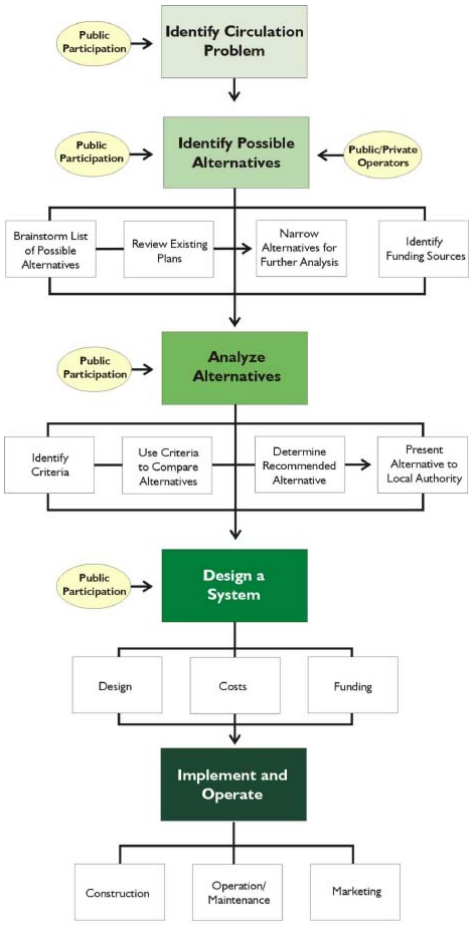
Funding the project may take some time and involve numerous sources. In most cases the projects will require some level of state or federal funds. Many of these funding sources are competitive and will require that a locality apply for them. A good

design will help make a project more attractive to potential funders as will a show of strong and broad based support.

5. Implement and Operate

Final implementation may include construction of physical improvements, purchase of buses or other vehicles, or commencement of new service. Circulation systems, especially systems involving buses, will require ongoing maintenance and operation. The responsibility for these items needs to be clearly defined prior to commencement of service. Likewise, marketing and advertisement of the circulation system should be included in the operation plans and will be discussed later in this section.

Implementation Process Steps



Arlington Pedestrian Initiative Participants /Stakeholders

Pedestrian Advisory Committtee:

Pedestrian Advocates

Transportation Committee

Planning Committee

Local Businesses

Arlington County Police

Arlington Dept of Public Works

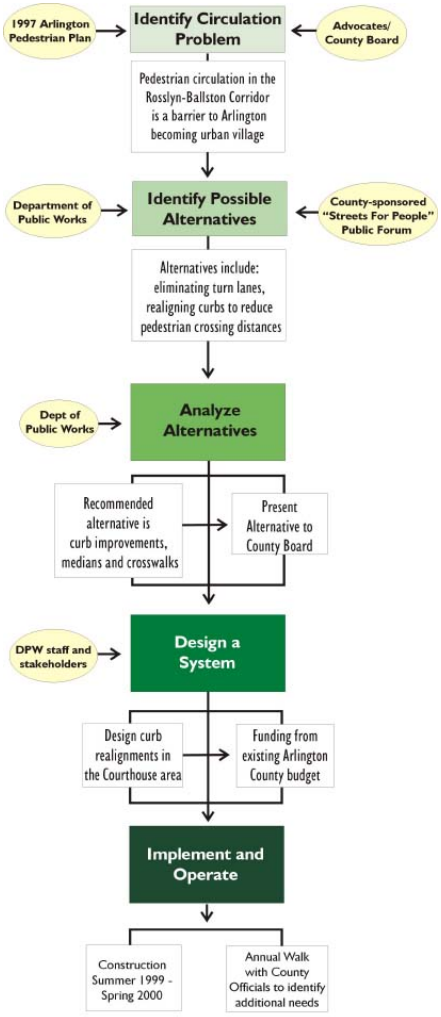
Neighborhood Associations:

Lyons Village

Courthouse/Clarendon

Virginia Dept of Transportation

Implementation of Arlington Pedestrian Initiative



Public Participation

Community support is vital to the success of circulation projects. Public particpation efforts are paramount in the plan development stage, as discussed on the previous pages. Outreach efforts must be geared to specific populations and these populations need to be identified early in the planning process.

Residents

Most activity centers have residents who are members of civic and citizens associations, tenant groups, condominium and/or homeowner associations, and other groups organized to meet the resident's needs. These groups can help reach larger residential populations through their newsletters, regular meetings, organized forums etc. Messages presented to theses groups can be targeted to highlight the benefits to residents of proposed improvements.

Business Groups

Many activity centers have an organized business group that works for improvements in the area. They can be non-profit entities, public private partnerships or transportation management associations (TMA). These groups are one of the best resources for public outreach. Their members have a vested interest in the success of the active center and can provide a forum to reach the larger business community. These groups can also serve as a bridge between business and government agencies that in the past have not shared a good working relationship. Finally, these groups can become a link to employers and their employees, and can serve as a forum for presenting ideas and educating potential beneficiaries of improved circulation.

Advocacy Groups

The Washington area is home to pedestrian, bicycle and transit advocacy groups and other local and regional groups with an interest in improving circulation. Planners should tap into these groups for this expertise and support. Many of them are listed on page 63.

For more information see Public Involvement Techniques for Transportation Decision-making at www.fhwa.dot.gov/reports/pittd/cover.htm

Those who are striving to (alleviate traffic congestion) are like the woodsman who must cut down a huge tree with only one small axe. He cannot fell the tree or even make much of a cut in it with one swing of the axe. But he can eventually cut it down, with one hundred or more small cuts.

Anthony Downs

Funding Opportunities

Funding for circulation system improvements comes from four primary sources: federal, state, local, private, or a combination of these.

Federal funding usually goes to state programs, which distribute the money for individual projects. Therefore, states control how these Federal funds are spent and circulation projects must compete with other transportation projects for resources. Local governments must work through state agencies to obtain funding from Federal programs.

Federal programs also require that project sponsors match a portion of the funding with their own resources. Funding by local governments varies widely between jurisdictions. The level of public support for circulation system initiatives often determines how a municipality funds such initiatives, as well as how much funding the municipality can generate. Private funding sources range from foundations and nonprofit organizations to businesses and real estate developers.

Partnerships between different agencies and groups are frequently the most successful at raising funds. Commitment to a project at the federal, state, and local levels not only ensures the implementation of a project, but it helps to ensure the

long-term success of the circulation system within the region.

This section outlines circulation system funding opportunities available as of 2000.It is based on information gathered from the Federal Transit Administration, Virginia Resource Access System, and the National Transit Resource Center. One valuable resource of funding alternatives used was a report entitled *Building Mobility Partnerships: Opportunities for Federal Funding, published in 1996 by the National Transit Resource Center*. This report is available free of charge from the Resource Center at 1-800-527-8279. An updated version is expected to be released shortly.

Federal / State Funding

Transportation Equity Act for the 21st Century (TEA-21)

The Intermodal Surface Transportation Efficiency Act (ISTEA), enacted by Congress in 1991, was the first federal transportation bill with a special emphasis on transit, bicycle, and pedestrian enhancements. In six years, it provided over $1 billion for such projects throughout the nation. In June 1998, Congress extended this legacy by enacting the Transportation Equity Act for the 21st Century (TEA-21). TEA-21 will provide federal funding for transportation projects, including circulation system improvements, through 2003**.**

The following TEA-21programs are available for funding transit, bicycle, and pedestrian projects:

- Transportation Enhancement Program
- "Core" Surface Transportation Program
- Congestion Mitigation & Air Quality Improvement Program
- Highway Safety Programs
- Bridge Program
- National Highway System
- Transit Enhancement
- Transportation & Community System Preservation Pilot Program
- Federal Transit Capital Funds

Although community transportation activities and circulation system improvement projects are eligible for funding through each of these programs, they must compete with other transportation projects for resources.

Transportation Enhancement Program

The Transportation Enhancement Program funds projects related to surface transportation that fall within one of the following twelve categories:

- Pedestrian and bicycle facilities
- Pedestrian and bicycle safety and education activities
- Acquisition of scenic or historic easements and sites
- Scenic or historic highway programs, including tourist and welcome centers
- Landscaping and beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures, or facilities
- Conversion of abandoned railway corridors to trails
- Control and removal of outdoor advertising

- Archaeological planning and research
- Mitigation of runoff pollution and provision of wildlife undercrossings
- Establishment of transportation museums

Selection criteria for project funding include: multi-modalism, environmental protection, and community livability. The program has been designated approximately $3.6 billion to be spent nationally over six years. It is distributed through state transportation programs.

For More Information Contact: National Transportation Clearinghouse at www.enhancements.org.

District of Columbia

The Department of Public Works administers the Transportation Enhancement Program for the District of Columbia. The Department focuses on projects that are part of the Capital Improvements Program and that respond to constituent needs. It receives more than $2 million per year and al

The City of Alexandria's DASH system advertises its fares, schedules, and news on boards and posters as well as on its Web site - www.dashbus.com

locates funds ranging between $300,000 and $7.5 million, sometimes carrying over money from one year for larger projects the next.

For More Information Contact: Ken Laden, DC Department of Public Works, (202) 673-2377.

Maryland

Administered by the State Highway Administration (SHA), the Transportation Enhancement Program provides approximately $8 to 9 million annually to Maryland for enhancement projects, such as providing bicycle or pedestrian paths, restoring transportation buildings, and converting train tracks into trails. A minimum grant of $20,000 is required for construction projects.

Preference is given to projects that demonstrate: economic benefit to the project area; positive environmental and historical benefits; regional significance; and connections to schools, libraries, recreational facilities and transit services. Projects must also be located adjacent to transit facilities or within state designated revitalization areas or priority funding areas. Planning studies are not eligible for funding.

Proposals are accepted at anytime during the year and funds are awarded to new projects in the summer and in the fall. A State agency, county, or municipal government, non-profit organization, community group, or individual may identify potential projects. Projects proposed by non-governmental agencies must

have a government agency as a cosponsor. The program requires a 50 percent local match and the project must be to 30 percent design before applying for enhancement funds.

For More Information Contact: Dennis Simpson, Maryland State Highway Administration, (410) 545-5675 or www.sha.state.md.us/oppe/tep6.htm.

Virginia

The Transportation Enhancement Program is administered by the Virginia Department of Transportation to fund transportation activities or improvements which increase a project's value or make it more aesthetically pleasing, such as providing bicycle or pedestrian paths, and restoring transportation buildings. A nonprofit organization or the general public must submit projects with formal endorsement by a local jurisdiction or public agency. Projects will be evaluated according to the following criteria: cost, need, community support, environmental benefits, aesthetic value, and compatibility with existing value, and compatibility with existing land uses. The program has received $18.5 million for 2000 and typically funds grants between $200,000 and $300,000. The application deadline is in January of each year. The program requires a 20 percent local match.

For More Information Contact: Bob Terrell, Virginia Department of Transportation, 804-786-2872.

Congestion Mitigation and Air Quality (CMAQ)

Funding is administered by the Federal Highway Administration and is provided to states on a formula basis for programs that reduce traffic congestion and improve air quality.

In the Washington Area CMAQ flexible dollars are handled by the State Departments of Transportation in Maryland, Virginia and the District of Columbia. To receive CMAQ dollars a project must appear on the appropriate metropolitan or State Transportation Improvement Plan (TIP or STIP).

CMAQ funding can be spent on transit improvements, travel demand management, bicycle and pedestrian improvements, alternative fuel programs, inspection and maintenance programs, and similar efforts.

Examples of CMAQ projects in this region include ridesharing, bus replacement, bike racks, high occupancy vehicle lanes, and transit marketing.

For More Information Contact: Mike Savonis, FHWA, Office of Natural Environment, (202) 366-2080, www.fhwa.dot.gov/environment/cmaq.

District of Columbia

The Congestion Mitigation & Air Quality Program in Washington, DC is administered by the Department of Public Works. The

Department focuses on projects that are part of the Capital Improvements Program and that respond to constituent needs. It receives $5 million per year and allocates funds ranging between $100,000 and $8 million.

For More Information Contact: Ken Laden, Chief of Transportation, DC Department of Public Works, (202) 673-2377.

Virginia

The Virginia Department of Transportation administers the CMAQ program under the guidance of the Transportation Coordinating Council (TCC), a group of elected officials in northern Virginia. Each year the TCC reviews and selects projects for CMAQ funding submitted by local governments. Virginia spends an average of $15 million a year on CMAQ projects statewide. For more information on the CMAQ program in Virginia, contact Anne Messner at (703) 383-2337.

Transit Enhancements

Transit enhancement projects must enhance mass transportation service and be physically or functionally related to transit facilities. The program establishes a one-percent set-aside for transit enhancements in urbanized areas of more than 200,000 population. Under a related provision, projects providing bicycle access to mass transportation funded with the enhancement set aside shall be funded at a 95% Federal share.

VDOT used CMAQ money to fund the purchase and installation of 1000 bicycle parking racks in northern Virginia.

The nine eligible project categories in the transit enhancement program are:

- Historic preservation, rehabilitation, and operation of historic mass transportation buildings, structures, and facilities (including historic bus and railroad facilities)
- Bus shelters
- Landscaping and other scenic beautification, including tables, benches, trash receptacles, and street lights
- Public art
- Pedestrian access and walkways
- Bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles
- Transit connections to parks within the recipient's transit service area
- Signage
- Enhanced access for persons with disabilities to mass transportation.

The program has been designated approximately $26.5 million in Fiscal Year 2000.

For more information contact: The Office of Program Management, Federal Transit Administration (202) 366-4020, www.fhwa.dot.gov/tea21/factsheets/transenh.

WMATA also manages Transit Enhancements money, for information, call Kathleen Donedeo at (202) 962-1034.

Economic Development Grants

The Economic Development Administration, an agency of the Department of Commerce, provides funding to stimulate industrial, technological, and commercial growth in economically distressed areas. The Public Works and Economic Development Program provides funding for upgrades to physical infrastructure. This can include transportation facilities and infrastructure improvements. Public bodies, private nonprofit organizations, and Indian tribes are eligible applicants. The program funding level for Fiscal Year 2000 is $204.5 million, with average grants of $829,000 (FY99).

For more information, contact David McIlwain, Public Works Division, Economic Development Administration, Dept. of Commerce, 14th and Constitution Ave. N.W., Room 7326, Washington, DC 20230; phone (202)482-5265. Web site: www.doc.gov/eda.

Federal Land Owners

Just like private landowners, federal agencies have the oppotunity to fund circulation systems on their property.

Other State Funding

Maryland

Retrofit Sidewalk Program

The Retrofit Sidewalk Program is administered by the State Highway Administration. The program was established as part of the Smart Growth initiative to assist in establishing sidewalks and other pedestrian amenities in order to facilitate and encourage safe and convenient pedestrian travel within communities and among different land uses. It is also intended to provide safe and reasonable access to public transportation and other alternative modes of transportation.

This program, funded at a maximum of $3,000,000 annually, is aimed at providing or improving safe pedestrian access along state routes in existing communities, especially in the vicinity of schools. The State Highway Administration, working in partnership with counties and local communities, identifies and prioritizes a list of proposed sidewalk locations. The guidelines used in the selection of projects include the following:

- Sidewalks must be along a State Highway
- The project should demonstrate safety benefits to pedestrians.
- It should provide or improve mobility for the general and disabled populace.
- Priority is given to projects that demonstrate that the addition of sidewalks will benefit revitalization by providing access to business, commercial and/or recreational areas that does not currently exist.
- Projects that are within Smart Growth Areas designated by local governments according to State criteria can be funded totally through this program. Projects not within these designated areas are only funded for 50% of the cost
- The local jurisdiction should show evidence that they are in support of pedestrian facilities.
- It should be evident there is either existing or projected pedestrian traffic.
- The project should have the support of the adjacent local community that will be the potential users of the community.

In the first three years the Retrofit Sidewalk Program has been in place, approximately 200 communities have benefited from this program, which represents a commitment of $6 million of available funding annually.

For More Information Contact: Dennis German at (410) 545-8900.

Retrofit Bicycle Program

This program, started in 2000, sets aside $1 million a year statewide to improve roads for bicycling. It is aimed at small projects, such as connecting discontinuous paved shoulders. The State Highway Administration relies on planners and cyclists for project suggestions.

There is no application process or extensive paperwork. Projects should be in the $20,000 - $40,000 range.

For more information or to suggest a project, call (800) 252-8776.

Neighborhood Conservation

The Maryland Department of Transportation State Highway Administration (SHA) and Mass Transit Administration (MTA) administer the Neighborhood Conservation program, a key piece of the state’s Smart Growth initiative. The program aims to enhance the viability of Maryland’s towns and established neighborhoods by providing streetscapes, curbs and gutters, roadway re-paving, pedestrian safety enhancements, lighting, landscaping, bus shelters and transit station access improvements.

Funding for the Neighborhood Conservation program was roughly $20 millon in fiscal year 2000.

Neighborhood Conservation projects should:

- demonstrate a transportation need on a State Highway or related to transit service;
- be within locally approved State Designated Neighborhood as defined by the 1995 Neighborhood Business Development Program statue (Article 83B, Section 2-1303);
- be part of a local revitalization effort.

For More Information Contact: Maryland Department of Transportation, Office of Planning and Capital Programming (410) 865-1275

Virginia

The Commonwealth of Virginia has many programs that may support multi-modal transportation and circulation system development. Information about these resources is available through the Virginia Resource Access System (VRAS), an online searchable catalog of Virginia financial and technical assistance programs and services. The VRAS is provided through the Center on Rural Development, an office within the Virginia Department of Housing and Community Development. The system can be accessed at www.cns.state.va.us/dhcd/vras.cfm.

Transportation Efficiency Improvement Funds (TEIF)

The Virginia Department of Rail and Public Transportation (DRPT) administers the TEIF program. Funding is provided to help reduce demand for transportation facilities that serve single occupant vehicles and to support initiatives at the state, regional, and community level that demonstrate innovative approaches to reducing traffic congestion. The program provides financial assistance for projects in both the public and private sectors, with projects in transportation demand management given top priority. Eligible recipients include: local governing bodies; transportation district commissions; planning district commissions; metropolitan planning organizations; public service corporations; and transportation management associations. The program requires a 20 percent local match. Applications are generally due around the first of March each year.

The TEIF programs looks for projects that will:

- increase vehicle occupancy (parking management, tax incentives, employee benefits, increased use of public transportation and TDM/Ridesharing);
- reduce demand for motorized travel (better access to public transportation facilities for bicyclists and pedestrians);
- reorient travel to off-peak periods (flexible work hours);
- reduce demand for travel (telecommuting, four day work weeks, land use density and pattern policies, and private development planning).
- involve the private sector and enhance economic development.
- involve inter-connectivity among modes.
- utilize state-of-the-art technology to improve productivity and quality of TDM services.

For More Information Contact: Charlene "Gus" Robey, (804) 786-7968.

The Washington Metropolitan Area Transit Authority has developed an online *Ride Guide* for planning point to point trips at desired times. The ride guide is on the internet at http://rideguide.wmata.com/

Demonstration / Experimental Projects

Demonstration/Experimental Projects develop and test new or existing technologies or procedures that will assist communities in preserving and revitalizing public or private mass transportation services through innovative projects.

Eligible recipients include: local governments; public service corporations; transportation district commissions, and DRPT.

A 5 percent local match is required. Applications are generally due around the first of March each year.

Demonstration/Experimental Projects should:

- improve the efficiency of public transportation providers in all functional areas.
- offer creative approaches to identify and penetrate public transportation markets.
- increase private sector involvement in all areas of public transportation.
- raise the utilization and productivity of existing public transportation services.
- improve public transportation services to the disabled.

For more information contact: Charles M. Badger, (804) 786-8135.

Private Sector Involvement

Circulation systems are ideal for private funding. Developers, employers and businesses all have a stake in successful circulation. As property is developed and redeveloped, we have the opportunity to work with the private sector to integrate circulation systems into their development plans. This can be accomplished by mandating developers to do so through transportation management planning efforts enforced by the local jurisdiction. This approach has been successful in the City of Alexandria, Virginia, with its Transportation Management Planning Ordinance and in Montgomery County through the Adequate Public Facility Ordinance. Mandates like these can require participation in the design and operation of transit or the development of bicycle and pedestrian facilities.

The simpler way to accomplish developer-provided services and facilities is to prove to them how much more competitive they can be if they offer their customers a free circulation or shuttle service to the nearest transit station. In fact, many new residential communities actually sell homes based on this amenity. Having the ability to be able to use transit for mobility, especially in suburban areas, is very appealing to a segment of the real estate market. This is very evident in areas such as Centerville, Virginia where Fairfax County provides a service to and from the Vienna Metrorail Station during morning and evening rush hours.

Oftentimes, developers hire transportation consultants to help them design such services. This has been the case with the Carlyle project in Alexandria, Virginia. The twenty-year, four-phase development required a transportation management plan by the City of Alexandria, Virginia. The plan included a circulation system to and from the King Street and Eisenhower Avenue Metrorail Stations. During the process of writing these plans, the consultants may work hand in hand with the local jurisdiction’s land use department to create workable solutions to mobility challenges.

In addition to funding and design services, private and semi-private entities are also involved in the operation of circulation services. These services can augment existing public circulation systems within activity centers. Such private or semi-private services may include taxicabs, limosines, shuttles provided by local hotels, shuttle services for individuals with disabilities, bike rental businesses, and school bus operators.

For more information on the region’s private transit owners and operators, contact COG’s Private Provider Task Force at (202) 962-3319.

Arlington County distributed a free brochure highlighting bike and bus routes. These brochures were included in every copy of the Washington Post delivered in Arlington County.

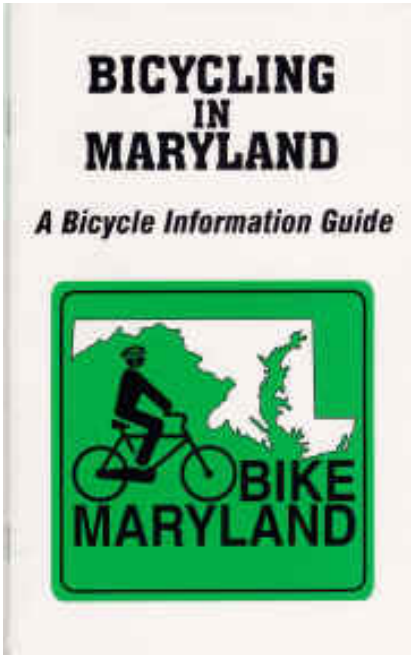
Marketing Techniques

Once circulation improvements have been designed, funded, and constructed, they are ready for operation. However, there is one final step that must be taken to ensure their success: marketing. Potential users must be aware of improved circulation systems.

Marketing can be targeted either to a large general audience or focused on specific groups who are likely to use the new systems. Holding a big kick-off event is not enough. It is imperative that marketing continue on a regular basis through the life span of the project. As with any product, advertising must have a message that gets someone interested in trying a product or service, in this case an alternative way to move around.

Many new circulator bus systems provide free service initially as a means of drawing customers. A shuttle targeted at lunchtime users could offer discount coupons to participating restaurants. People walking in an area where pedestrian improvements have been constructed could receive similar discounts passes.

Employee newsletters, Transportation Management Association newsletters and promotional events can deliver marketing messages. Many large employers publish newsletters for their employees, and are often looking for material to fill them. Either actual advertisements or articles about new services are well suited to these newsletters.



The Maryland State Highway Administration published this guide, which provides bicycling information for local and out-of-state cyclists. For additional assistance, call (800) 252-8776.

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District of Columbia

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Maryland

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City of Rockville Bikeway Master Plan. 1998.

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Virginia

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City of Alexandria. Bicycle Transportation and Multi-Use Trail Master Plan. Department of Recreation, Parks and Cultural Activities, 1998.

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American Association of State Highway and Transportation Officials (AASHTO),

www.aashto.org/info/a_info.html

American Trails, www. AmericanTrails.org

American Public Transportation Association (APTA), www.apta.com

American Public Works Association (APWA), www.pubworks.org

Arlington County Bike Page, www.co.arlington.va.us/dpw/planning/bike

Bikes Belong Coalition, www.bikesbelong.org

Center for Livable Communities, www.lgc.org/clc

College Park Area Bicycle Coalition, umdsp.umd.edu/~bleau/cpabc

Community Transportation Association of America (CTAA) , www.ctaa.org

Greenbelt Bicycle Coalition, www.greenbelt.com/dir/org-z.htm

Intelligent Transportation Systems, www.itsonline.co

International Bicycle Fund, www.ibike.org

Federal Transit Administration, www.fta.dot.gov

Federal Highway Administration Recreational Trails Program, www. Fhwa.dot.gov/environment/rectrail

Maryland Action Committee for Transit www.actioncommitteefortransit.org

Maryland Bicycle Advisory Committee, ohbike.org/mbac/index.html

Maryland Department of Transportation, www.mdot.state.md.us

Metro Magazine's transit center, www.transit-center.com

Metropolitan Council of Goverments, www.mwcog.org

National Center for Bicycling & Walking, www.bikewalk.org

National Transit Institute, policy.rutgers.edu/nti

North Bethesda Transportation Management District, nbtc.org

One Less Car, www.onelesscar.org

Oxon Hill Bicycle and Trail Club, ohbike.org

Partners for Advanced Transit and Highways (PATH), www-path.eecs.berkeley.edu

Pedestrian and Bicycle Information Center, www.walkinginfo.org and www.bicycleinfo.org

Project Action , www.projectaction.org

Project for Public Spaces, www.pps.org

Rails to Trail Conservancy, www.railtrails.org

The Recreational Bicycling Guide to Washington DC, www.his.com/~jmenzies/urbanatb

SmartGrowthNetwork, www.smartgrowth.org

Surface Transportation Policy Project at the Transportation Action Network, www.stpp@transact.org

Transit Cooperative Research Program, www.apta.com/tcrp

National Transportation Enhancements Clearinghouse, www.enhancements.org

Transportation Research Board, www.nas.edu/trb

Transportation Safety Institute, www.tsi.dot.gov

Virginia Bicycling Federation, vabike.org

Virginia Department of Transportation (VDOT), www.vdot.state.va.us

Washington Area Bicyclist Association, www.waba.org

Walkable Communities, Inc, www.walkable.org

Walk DC, www.walkdc.org

The Washington Metropolitan Area Transit Authority, www.wmata.com

Local Contacts

District of Columbia

Downtown DC BID, (202) 638-3232

DC Department of Public Works

Michelle Pourciau, Office of Intermodal Planning, (202) 671-2740

Office of Mass Transit

Alex Eckmann, (202) 671-0537

Maryland

Maryland Department of Transportation (301) 565-9665

North Bethesda

Peggy Schwartz, Transportation Action Partnership of North Bethesda and Rockville, Inc. (301) 770-8108

City of College Park

Terry Schum, (301) 277-3445

Frederick County

Jim Gugel, Planner (301) 694-1144

City of Frederick

Chuck Boyd, Planner, (301) 694-1499

Village of Friendship Heights

Julian Mansfield, Town Manager

Steve Skinner, (847) 480-4846

City of Gaithersburg

Ollie Mumpower, Public Works, (301) 258-6370

Clark Wagner, Planner, (301) 258-6330

Greenbelt

Celia Craze, (301) 474-2760

Montgomery County

Howard Benn, Transit Services (240) 777-5820

Carolyn Biggins, Transit Services, (240) 777-5800

Tom Robertson, MNCPPC, (301) 495-4525

Jeff Dunkel, Transit Services, (240) 777-5826

Prince George’s County

Frank Bell, Planner, (301) 883-5680

Jim Raszewski, The BUS, (301) 583-5675

Ted Kowaluk, Redevelopment Authority, (301) 883-7402

City of Rockville

Bob Spalding, Community Planning (301) 309-4202

Larry Marcus, (301) 309-3228

City of Takoma Park

Venita George, (301) 270-1700

Virginia

Virginia Department of Transportation

Heather Wallenstrom, (703) 383-2231

Northern Virgina Transportation Commission

SharmbaSamarasingha, (703) 524-3322

City of Alexandria

Sandy Modell, DASH Bus Service, (703) 370-DASH

Arlington County

Rich Viola, Planner, (703) 228-3699

Fairfax County

Sterling Wheeler, Planner, (703)324-1380

Susan Johnson, Planner, (703) 324-1226

Loudoun County

Arthur Smith, Transportation Planner, (703) 777-0246

City of Manassas

Yvonne Conaster, Planner, (703) 257-8225

Other

Private Providers Task Force, Robert Werth, (703) 548-6500

TYTRAN, Kathleen Jackson, (703) 714-3406

Local Circulation System Providers

Washington Metropolitan Area Transit Authority (WMATA) operates rail and bus services around the Washington DC area. For more information about Metrobus routes or Metrorail lines, schedules, fares, and parking fees, call the Metro at (202) 637-7000**.** The TDD number is (202) 638-3780**.** Web: www.wmata.com.

District of Columbia

Department of Public Works (DPW): Among many duties, DPW Manages and maintains public

areas and transportation facilities dpw.washingtondc.gov
Phone: (202) 673-6833, Fax: (202) 671-0642; 2000 14th Street, NW, 6th Floor
Washington, DC 2000

Maryland

Maryland Mass Transit Authority (MTA)

MTA Information Center provides customers with information regarding transit routes, schedules and fares. The information center telephone number is available 24 hours a day, 7 days a week at 410-539-5000, TTY for people who are speech and/or hearing impaired, 410-539-3497. Information Coordinators are available

Monday through Friday from 6:00 a.m. until 9:00 p.m.

Lift-Equipped Bus Service

MTA Call-A-Lift service provides lift-equipped buses on any route that does not have pre-scheduled accessible buses. To arrange a Call-A-Lift ride, call MTA-LIFT (410-682-5438) by 4:00 p.m. the day before the planned trip**.**

MTA Paratransit Service is available for customers who are not able to use fixed-route, accessible services. Call 410-767-3441, Monday through Friday from 6:00 a.m. to 4:00 p.m. for more information about paratransit service.

Maryland Rail Commuter (MARC) Service

MARC is a major commuting option for residents of Central and Northeast MD, the Baltimore-Washington Corridor, and the Washington, Frederick, Martinsburg, WVA corridor. For more information, see www.mtamaryland.com/marc.

Bethesda

Bethesda Free Shuttle, www.bethesda.org/parktrans

Greater Bethesda-Chevy Chase Pedestrian Safety Coalition, 2000 Safe Summer campaign "Drive with Care, Walk with Caution".The campaign will focus on the Three E's: increasing education, stepping up enforcement and improving engineering of intersections in downtown

Bethesda and Friendship Heights. If you are interested in more information call the Bethesda-Chevy Chase Services Center at 301/986-4325.

Frederick County

"TransIT" operates both fixed route and demand-response transportation services for the County and for the City of Frederick. "TransIT's" fixed routes include the operation of the "Meet the MARC" shuttle for commuters, which runs from Frederick City to the Point of Rocks commuter rail station. There are three fixed routes that operate in the City of Frederick and the adjoining areas of the county serving Frederick Community College, Hood College, and Francis Scott Key Mall, as well as other destinations. Fixed Routes operate Monday through Friday from 5:30 am-9:30 pm and Saturday, 7:30 am-9:45 pm. Deviated fixed routes operate from the City of Frederick to Thurmont, Emmitsburg, Brunswick, and Jefferson. Deviated Fixed Route operates Monday throughFriday, 4:30 am-8:00 pm.

"TransIT-Plus's" demand-response service provides transportation to elderly residents and to residents with disabilities. The general public may use TransIT-Plus on a space-available basis.

Demand-Response operates Monday through Friday, 6:30 am-4:30 pm

In addition, transportation service in the County is operated through the Medical Assistance program.

System Contact: Sherry Burford
TransIT Services of Frederick County
1040 Rocky Springs Road, Frederick, Maryland 21702, (301)694-2065.

Section 5310 (private, non-profit) Providers in Frederick County: Daybreak Adult Daycare Center, Inc;Jeanne Bussard Training Workshop; United Cerebral Palsy of Central Maryland, Inc.- Hagerstown; and Way Station, Inc.

City of Greenbelt

Connect-A-Ride is operated by the nonprofit Corridor Transportation Corporation. Serves Laurel, Beltsville, NSA/Ft. Meade, Columbia, and other locales, as well as the Greenbelt METRO station. Runs Monday through Saturday; monthly passes are available. Call Connect-A-Ride at 301-725-3600 for more information.

Montgomery County

RIDE ON Bus System is designed to complement the service provided by the other transit providers in the County. Montgomery County's Ride-On program is comprised of service in both the rural and urbanized areas of the County. The rural Ride-On program includes a fixed route service that operates in the northwest portion of the County,

Damascus and Urbana/Clarksburg. This service is aimed at improving the mobility of commuters in that area by connecting them with the Shady Grove Metro Station. The urban Ride-On program is funded directly through the Maryland Department of Transportation.Fixed Route operates Monday- Friday, 5:22 am- 9:52 am and 1:52 pm-6:52 pm; Demand response operates Monday-Sunday, 24 hours per day.For additional information, call 240-777-7433 or 240-777-5869 (TDD) or 1-800-732-3327. Web: www.rideonbus.com

RIDE ON bus fares are reduced to 50 cents for seniors (65 years and older) and persons with disabilities.

Accessible RIDE ON: For patrons who use a wheelchair, walker or otherwise need the assistance of a lift to board a RIDE ON bus, Accessible RIDE ON may be the way to go. Some trips do not have to be pre-arranged and are shown in your individual timetables with an accessible handicapped symbol. All Sunday RIDE ON service is accessible. A free brochure on Accessible RIDE ON service is available. To pre-arrange Accessible RIDE ON service call: 240-777-5870 or 240-777-5869 (TDD).

Call'N'Ride: This program provides subsidized taxi trips for low-income persons with disabilities and seniors. To be eligible, persons must be at least 70 years of age or show proof of disability. Patrons are provided a $50 monthly

coupon book at discounts according to income. Coupons may be used on taxicabs from companies under contract with the County.

The State-funded Medicaid Transportation Program operates in Montgomery County to provide service to State certified Medicaid recipients.

System Contact: Carolyn Biggins
Chief, Division of Transit Services
Department of Transportation,
101 Monroe Street, 2nd Floor
Rockville, MD 20850, (240)777-5800

Section 5310 (private, non-profit) Providers in Montgomery County include: ARC of Montgomery County; American National Red Cross- Montgomery County; Ardmore Enterprises, Inc.; Bethesda Fellowship House;

CHI Centers; and
Spanish Speaking Community of Maryland.

Prince George's County

"The Bus" provides community oriented bus service on 13 fixedroutes operating throughout Prince George's County. Major routes include, Upper Marlboro, Greenbelt,Chillum, Hyattsville, Seat Pleasant, and Capital Heights. The Bus operates Monday-Friday from 6:00 am - 7:00 pm. THE BUS offers weekday service on two routes from 6 am to 7 pm between Upper Marlboro and the New Carrollton/Addison Road Metrorail

Stations. Contact customer service at 301-883-5656 or (301) 883-5683; TDD is 1 800-735-2258.

Call-A-Bus is a demand -response service that operates Monday-Friday from 8:30 am to 3:30 pm.

Call-A-Cab: This taxi-voucher program discounts taxi fares to the elderly and persons with disabilities.

Commuter Bus: This programoperates two fixed routes: one from Laurel to downtown Baltimore Route and one from Prince George's County Equestrian Center to Washington D.C.

Prince Georges County Paratransit - 301-883-5656

Ridesharing Program is supported by Federal and State funding.

For information about these systems, contact James Raszewski, Dept. of Public Works & Transportation, 9400 Peppercorn Place, Suite 320, Landover, MD 20785,(301)883-5656,FAX (301) 883-5703.

Section 5310 (private, non-profit) Providers in Prince George's County include: ARC of Prince George's County; Ardmore Enterprises, Inc.; Baptist Senior Adult Ministries, Inc.; CHI Centers,Centers for Community Development of Prince George's County; Developmental Services Group, Inc.; Melwood Horticultural Training Center, Inc., Upper Marlboro; Spanish Speaking Community of Maryland; United Cerebral Palsy of Prince George's County; and United Communities Against Poverty.

Corridor Transportation Corporation (CTC) is a private, non-profit corporation that sponsors transportation services throughout the mid Baltimore/Washington corridor. Several communities are served in Prince George's, Howard, Anne Arundel, and Montgomery Counties. CTC contracts service on eight fixed routes that offer connections to other public transportation services including MetroBus, MTA commuter services, MARC stations, and Metrorail stations.

Keller Transportation operates nine routes from Southern Maryland to Washington, DC. Call the Maryland MTA at 1-800-543-9809 or Keller Transportation at 301-843-1881 for more information.

Virginia

City of Alexandria

The Alexandria Transit Company's DASH system provides safe and reliable bus service within the City of Alexandria and connects with Metrobus, Metrorail, Virginia Railway Express, and the Fairfax Connector. DASH serves all Metrorail stations within the City of Alexandri**a** and the Pentagon Metrorail during rush hour. Operates seven days a week, and monthly passes are available. Telephone: (703) 370-DASH. Web: www.dashbus.com

DOT Paratransit Program in Alexandria: (703) 838-3800

Arlington County

Arlington Transit (ART) operates a continuous loop in Crystal City. On weekdays, ART departs

from the Metrorail station every 10 minutes between 6:30 and 9:30 each morning, and 3:30 and 6:30 each afternoon. The free Shoppers' Shuttle operates every five minutes between 11:00 a.m. and 2:00 p.m. Telephone: (703) 228-RIDE.

Arlington County Commuter Page, sponsored by the Arlington County Commuter Assistance Program, includes information about on-line car and vanpool matching, public transit (Metrobus and rail, commuter rail, commuter bus, and local bus), bicycling, telecommuting, The

Commuter Stores in Ballston, Rosslyn, and Crystal City provide information about services for employers, guaranteed ride home, ozone action days, and much more.

City of Fairfax

The CUE Bus runs seven days a week and serve the Vienna METRO station, George Mason University and the City of Fairfax. Seven days a week. Fare is $.50. Call 703-385-7859 for more information, or go to the www.ci.fairfax.va.us/cue/cue.html for additional route and schedule information.

Fairfax County

The Fairfax Connector bus system runs seven days a week with service throughout Fairfax County and to Metrorail Stations,VRE, and DASH. Telephone: (703) 339-7200. Web: www.fairfax connector.com

The *RideSources* Program, operated by the Fairfax County Department of Transportation, provides commuters with free ridesharing information, including ridematching assistance to form or join carpools or vanpools. For more information and assistance in setting up transportation programs at employment sites, call the Employer Services Specialist at (703) 324-1100.

FASTRAN transports, via bus or cab,

residents of Fairfax County and the Cities of Fairfax and Falls Church. FASTRAN now serves two groups of people. Primarily, FASTRAN transports clients of human service agencies who cannot drive, find a ride, use Metro or Connector buses, or afford taxi fares to reach the services and programs described below. FASTRAN also transports those who are certified for Metro/Access paratransit service. This service was designed to comply with the Americans with Disabilities Act (ADA). These riders are unable to use traditional fixed route bus or rail service due to physical or cognitive disability or inaccessibility of facilities. FASTRAN, 12011 Government Center Parkway, Suite 1060 Fairfax, VA 22035 (703) 222-9764 TTY: (703) 222-9764

Washington Flyer BetweenDulles Airport and West Falls Church Metro: For information, call (703) 685-1400.

City of Falls Church

The Falls Church Electric Bus project is a three-year demonstration in which the Northern Virginia Transportation Commission (NVTC), the Washington Metropolitan Area Transit Authority (WMATA), Virginia Power and the city of Falls Church will cooperate to reduce automobile use, cut pollution emissions, and boost Metrorail ridership. Loops served by four 22-passenger hybrid electric buses will link Falls Church

neighborhoods and business, and connect to the nearby West and East Falls Church Metrorail stations. Contact: Tamara Ashby, NVTC, 4350 North Fairfax Drive Suite 720, Arlington, VA 22203. (703) 524-3322. Fax: (703) 524-1756. Web: www.cns.state.va.us/nvtc/About.htm.

Loudoun County

The Loudoun County sponsored system of commuter buses provides weekday bus service to Washington D.C., the Pentagon and Rosslyn from stops in Purcellville, Hamilton, Leesburg and Sterling. The buses are operated by Yellow Bus Lines. Telephone: 703-771-5665 (Voice), 800-828-1120 (TTY) Web: www.co.loudoun.va.us/planning/trans/mass.htm

Loudoun Transit - fixed route service service between Lansdowne and Leesburg and between Lansdowne and Reston as well as on-call-demand service throughout Loudoun County. On-call service requires 24 hours advance reservation.
Call 1-703-777-2708 for information.

The Loudoun County Rideshare Program is a free ridesharing network that assists commuters in joining or starting carpools and vanpools. The Loudoun Rideshare Program promotes all forms of multiple occupancy vehicles and transit, and provides up-to-date information on the Loudoun County Commuter Bus Service. The Loudoun County Rideshare Program

also administers the Virginia Vanpool Assistance programs. For more information on these programs, see www.datatrans.org/transit/busrail_frm.

Prince William County/ Manasses

OMNIRIDE: offers convenient weekday rush hour service(excluding holidays) from locations throughout Prince William County and the City of Manassas to destinations that include West Falls Church Metro,Vienna Metrorail Station, Crystal City, the Pentagon, and Washington D.C. Service is also provided between OmniRide locations in Prince William County and Franconia/Springfield, Falls Church, and Vienna Metrorail stations. Telephone: (703) 730 OMNI(6664)Web: www.OmniRide.com.

	Description	*Location*	*Length*	*Lead Agency*
Accotink Greenway	Connects from Fort Belvoir to the City of Fairfax. Partially Complete	Fairfax County City of Fairfax	13 miles	Fairfax County Park Authority, City of Fairfax Department of Public Works
Anacostia Greenway	Connects from Buzzards Point to Bladensburg Marina in Prince George's County.	Washington, DC and Prince George's County	7.2 miles	National Park Service, DC Office of Planning, Maryland-National Capital Park and Planning Commission
Ballenger Creek Greenway	Connects from Ballenger Creek Park to the Monocacy River.	Frederick County	4 miles	Frederick County
Broad Run/Rocky Branch Greenway	Continue Broad Run/Rocky Branch Greenway along the stream corridor with development proffers.	Prince William County	20 miles	Prince William County Park Authority
Collington Branch Greenway	Stream valley greenway is proposed to have trail that will connect Bowie with Upper Marlboro.	Prince George's County and City of Bowie	9 miles	Maryland - National Capital Park and Planning Commission
Cross County Trail	Connects Pohick Stream Valley with Accotink Greenway and Difficult Run.	Fairfax County	27 miles	Fairfax County Park Authority
DC Trolley Trail	Rail-trail project would connect Hyattsville to Beltsville and link to the Paint Branch Stream Valley Park.	Prince George's County and City of College Park	5.5 miles	Maryland - National Capital Park and Planning Commission, City of College Park
Eisenhower Avenue Greenway	Connects the Holmes Run Trail with an off-road segment along the south side of Eisenhower Avenue.	City of Alexandria	0.5 miles	City of Alexandria Department of Parks and Recreation
Fort Circle Greenway	Connects Civil War fortifications with urban greenway streetscape around the District.	Washington, DC	23 miles	National Park Service
Henson Creek Greenway	Trail project would connect existing greenway to the future Branch Avenue Metro Station, the Suitland Parkway Trail, and the Potomac Heritage Trail.	Prince George's County	6.5 miles	Maryland - National Capital Park and Planning Commission
Metropolitan Branch Trail and Anacostia Gateway	Connects Union Station to Montgomery County and Prince George's County along railroad right-of-way.	Washington DC, Prince George's & Montgomery Counties	8.4 miles	DC Department of Public Works, Maryland- National Capital Park and Planning Commission, National Park Service

Monocacy River Greenway	Proposed multi-use trail from Potomac River/C&O Canal to Tuscarora Creek. Priority portion is from Tuscarora Creek to Carroll Creek.	Frederick County, City of Frederick	25 miles	Frederick County Department of Planning and Zoning
Northwest Branch Greenway	Natural surface trail from Prince George's County to the Patuxent River.	Montgomery County	4.8	Maryland - National Capital Park and Planning Commission
Patuxent Regional Greenway	Regional greenway is planned along the Patuxent River to protect water quality. Natural surface trails are planned through segments of the corridor.	Montgomery County, Prince George's County	34 miles	Maryland - National Capital Park and Planning Commission, State of Maryland, Washington Suburban Sanitary Commission
Potomac Heritage National Scenic Trail	Links green space along both sides of the Potomac River from the Chesapeake Bay to Pennsylvania. Partially complete.	Prince William, Fairfax, Prince George's, and Loudoun Counties, Washington DC	90 miles	National Park Service, Potomac Heritage Partnership, Individual Counties
Seneca Greenway	Project links Potomac River to Patuxent River. Partially complete.	Montgomery County	7.4 miles	Maryland - National Capital Park and Planning Commission, State of Maryland, Seneca Coalition
Suitland Parkway Trail	Trail project connects DC to Prince George's County along parkway and greenway.	Prince George's County	9.0 miles	National Park Service
Washington, Baltimore, & Annapolis Trail	Rail-trail project from Patuxent River to Glenn Dale. Partially Complete.	Prince George's and Anne Arundel Counties	5.6 miles	M-NCPPC, Anne Arundel County Dept. of Recreation and Parks
Watts Branch Greenway	Existing greenway needs signage, trail improvements, and connections to make it functional.	Washington, DC	3.3 miles	DC Department of Parks and Recreation
W&OD Connection to White's Ferry	Connects W&OD Trail to the C&O Canal at White's Ferry along road.	Loudoun County	4.4 miles	Loudoun County, NVRPA, City of Leesburg

Note: All routes are fixed routes except where noted

VIRGINIA			
Location	**Type**	**Operator**	**Comments**
Alexandria	Connects to Braddock Road, King St, Van Dorn St, and Eisenhower Ave. Metro stations, Landmark Mall, and Old Town	DASH A.T. 2	20-60 min. headways - daily
Alexandria	Loop service to Old Town and to Braddock Road and Pentagon Metro stations	DASH A.T. 3&4	20-60 min. headways - daily
Alexandria	Connects to Braddock Road, King St., and Van Dorn St. Metro stations, Landmark Mall, and Old Town	DASH A.T. 5	30-60 min. headways - daily
Alexandria	Landmark Mall to King St, Van Dorn St., and Eisenhower Ave. Metro stations and Old Town	DASH A.T. 7	30-60 min. headways - daily
Alexandria	Landmark Mall to King St Metro station and Old Town	DASH A.T. 8	30-60 min. headways - daily
Ballston	Transit oriented pedestrian and bicycle improvements	Arlington	Wide brick side walks, enhanced crosswalk treatments, addition time in signal phasing for pedestrians, bicycle racks in public areas, zoning requirements to provide bicycle parking and amenities within new developments
Crystal City	Shuttle connects Crystal City Metro station, VRE station to commercial areas.	Arlington Transit - ART	AM and PM peak periods 'rush hour service' (10 min. headways) and midday 'shoppers shuttle (3 min. headways) only
Dale City	Service from Potomac Mills to Chinn Rec Center	PRTC [1] - OmniLink	45 min. headways - weekday service only. Route deviation allowed.
Dumfries	Service from Quantico to NOVA and Potomac Mills	PRTC [1] - OmniLink	45 min. headways - weekday service only. Route deviation allowed.
City of Fairfax	Loop routes connecting Vienna/Fairfax-GMU Metro station to George Mason U., and commercial areas	CUE Routes Green 1 and 2	25-55 minute headways on each of 2 routes which run in opposite directions - daily service
City of Fairfax	Loop routes connecting Vienna/Fairfax-GMU Metro station to George Mason U., Fairfax Center, and commercial areas	CUE Routes Gold 1 and 2	30-55 minute headways on each of 2 routes which run in opposite directions - daily service
Hayfield	Shuttle to Franconia-Springfield Metro station. Midday service to Springfield Mall	Fairfax Connector Routes 301 & 311	30-60 minute headways on each of 2 routes which run in opposite directions - weekdays

Note: All routes are fixed routes except where noted [1] Potomac and Rappahannock Transportation Commission