



MEMORANDUM

TO: TPB Technical Committee
FROM: Michael Farrell, DTP
SUBJECT: Item 9 Top Priority Unfunded Bicycle and Pedestrian Project List
DATE: March 25, 2016

The FY 2016 Unified Planning Work Program calls upon the Bicycle and Pedestrian Subcommittee compile bicycle and pedestrian project recommendations for the Transportation Improvement Program (TIP). At its September 2015 meeting the Subcommittee approved the list of bicycle and pedestrian projects as priorities for consideration in the TIP.

The Subcommittee keeps the list current. A draft updated list is attached.

Background

The Subcommittee develops the priority list using the following criteria:

- **Still seeking funding:** the project does not yet have full construction funding committed to it.
- **Bicycle Network Connectivity:** priority was given to projects that enhanced connectivity of facilities on the regional bicycle facilities network.
- **Pedestrian Safety:** priority was given to projects that promoted pedestrian safety, especially in areas with documented pedestrian safety problems and no pending road project that could address them.
- **Access to Transit:** priority was given to projects that enhanced access to Metrorail stations and other major transit stops or facilities.
- **Time Frame:** all projects should be able to be completed by 2022, the end of the TIP time frame.
- **Local Support:** the project is a priority for the jurisdiction or jurisdictions in which it is located.
- **Reasonable Cost:** the total cost of the list should be a reasonable fraction of the total spending in the region on highways and bridges.

Some of the projects included on the list have appeared in previous TIPs as being funded for only partial amounts, usually for study only or for initial phases of a multi-phase project.

Project Budget and Descriptions

Budget information is shown on the attached spreadsheet. The numbers in the table on sum from left to right. Funding requested is for FY 2017. Project descriptions are also attached.

Purpose of the List

This short list identifies a very modest investment in bicycle and pedestrian facilities in the Washington region, and is intended to raise the profile of the projects in it. Projects in this list may be incorporated into the TPB's developing Unfunded Capital Needs plan.

Top Priority Unfunded Bicycle and Pedestrian Projects for the FY 2017-2022 Transportation Improvement Program*

DRAFT 3/25/2016

State	Jurisdiction	Lead Agency	Project Name	Transit Access	Regional Bicycle Network	Bicycle Pedestrian Connectivity	Pedestrian Safety	On Last year's List?	Funding Status before FY 2017	Funding Allocated before FY 2017 (\$ thousands)**	Funding Currently Allocated for FY 2017	Additional Funding Requested for FY 2017	Funding Needed After FY2017	Estimated Total Cost (\$ in thousands)
DC	District of Columbia	DDOT	New York Avenue Trail	Y	Y	Y	N					\$300	\$3,000	\$3,300
MD	City of Frederick	City of Frederick	East Street Rails with Trails	Y	Y	Y	N		1,000	0	0	0	3,000	\$4,000
	Frederick County	Frederick County Division of Parks & Recreation	Monocacy River Greenway Trail (Ballenger Creek to MARC Station)	Y	Y	Y	Y	P		0	0	0	3,500	\$3,500
	Montgomery County	Montgomery County DOT	MacArthur Boulevard Bikeway Improvements Segment 3		Y	Y	Y	P		0	0	0	8,590	\$8,590
	Prince George's County	M-NCPPC Prince George's County	Rhode Island Avenue Trolley Trail Extension	Y	Y	Y	Y	P		675			1,000	\$1,675
	Maryland portion of DC Region	MDOT	Suitland Parkway Feasibility Study	Y	Y	Y	N	P		0	\$0	\$96	??	\$120
VA	Arlington	Arlington County	Arlington Boulevard Pedestrian & Bikeway Improvements	Y	Y	Y	Y	P		60	300	0	3,640	\$4,000
	Town of Herndon	Town of Herndon	Folly Lick/Spring Branch Regional Trail to Dulles	Y	Y	Y	Y	P		100	0	535	215	\$850
	Fairfax County	Fairfax County DOT	Dulles Toll Road Trail	Y	Y	Y	N	N		0	0	0	60,000	\$60,000
	Loudoun County	Loudoun County Office of Transportation	Atlantic Boulevard Corridor Bicycle and Pedestrian Improvements	Y	Y	Y	Y	N		0	0	4,000	0	\$4,000
	Prince William County	Prince William County/VDOT	Rte 234 Trail from Country Club Dr to Route 1	Y	Y	Y	Y	N		0	0	1,000	5,000	\$6,000
	Northern Virginia	VDOT	US Bike Route 1 Signing Project	Y	Y			N					100	\$100

Includes developer contributions.

\$1,835 \$300 \$5,931 \$88,045 \$96,135

Total Cost (\$ in thousands)

D.C.	\$3,300
Maryland	\$17,885
Virginia	\$74,950
Total	\$96,135

Projects from the November 2013 Priority List that Subsequently Received Full Funding

Cost (\$ in thousands)

State	Jurisdiction	Lead Agency	Project Name	Transit Access	Regional Bicycle Network	Bicycle Pedestrian Connectivity	Pedestrian Safety	On Last year's List?	Funding Status before FY 2017	Funding Allocated before FY 2017 (\$ thousands)**	Funding Currently Allocated for FY 2017	Additional Funding Requested for FY 2017	Funding Needed After FY2017	Estimated Total Cost (\$ in thousands)
DC	District of Columbia	DDOT	Metropolitan Branch Trail (Fort Totten to Takoma)	Y	Y	Y	Y	Y			\$20,000			\$20,000
MD														
VA	Alexandria	City of Alexandria	Van Dorn/Beauregard Bicycle Facility	Y	Y			Y			2,000			2,000

Projects from the September 2012 Priority List that Subsequently Received Full Funding

Cost

MD	Frederick City	City of Frederick	US 15 Trail Tunnel		Y	Y	Y	fully funded	\$1,300
VA	Alexandria	City of Alexandria	Holmes Run Greenway Shared-Use Path Improvements	Y	Y		Y	fully funded	\$5,000
	Washington Region	Arlington County, City of Alexandria, City of College Park & University of Maryland at College Park, DDOT, Montgomery County	Regional Bike Sharing*	Y			Y	funded*	\$ 10,000

*This project was originally a regional federal TIGER grant application. The grant application was not successful, but the project has largely been funded from other sources.

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

MD	Montgomery County	Macarthur Boulevard Bikeway Improvements Segment 2	9,530		Y		fully funded
VA	Prince William County	Old Bridge Road Sidewalk	5,000	Y		Y	fully funded
ALL	WMATA area	WMATA Bicycle Parking Project	1,165	Y			fully funded

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

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

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

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

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

**N* is not funded, *P* is partially funded.

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

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

Costs are in FY 2016 dollars. Inflation may increase nominal total cost.

Priority Bicycle/Pedestrian Project Descriptions and Background

1. New York Avenue Trail (District of Columbia)

The New York Avenue trail will run from NOMA to the National Arboretum along New York Avenue, serving the existing and proposed development in the corridor.

Jim Sebastian of DDOT nominated the New York Avenue Trail the top priority unfunded bicycle and pedestrian project. This project is included in MoveDC and in the 2014 Bicycle and Pedestrian Plan for the National Capital Region.

2. East Street Rail with Trail (City of Frederick)

The project has several developer contributions, but does not yet have full construction funding committed to it that include a bridge over MD26. This project connects the bicycle network to employment centers, recreational facilities, transit stations as well as Frederick County. This is a rail trail project that will run alongside a road way that currently has an unconnected sidewalk system, enhanced safety for both bicycles and pedestrian is achieved by this improvement. There is a connection to the MARC station on one end and a regional park and ride on the other. The regional park and ride will have both local transit service as well as commuter bus service. It is very reasonable, given the immense public support, that it will be completed in the next 3 years. The RWT project is on the City MDOT priority correspondence. Due to the cost of the bridge, the project has a high price tag, but cobbling together funds is possible in the foreseeable future.

Tim Davis, of the City of Frederick nominated the East Street Rail with Trail as the top priority unfunded bicycle/pedestrian project.

3. Monocacy River Greenway Trail Phase I, Monocacy MARC station to Ballenger Creek (Frederick County)

The Monocacy River is one of the most visible natural features in Frederick County. The Monocacy is one of the most often mentioned corridors, by the public, to have a parallel trail. The corridor is primarily in agricultural use except for the central priority section around Frederick City South to Monocacy Battlefield and west of I-270 to Ballenger Creek which has developed with residential uses and some industrial and commercial uses. The priority segment is the 2.6 miles between Monocacy MARC Station and Ballenger Creek. The priority segment does include a number of properties currently under public ownership. Very little of the rest of the floodplain along the River is under public ownership. The priority segment of this trail would go from the Monocacy MARC Station in the City of Frederick and proceed south to the Monocacy Battlefield and the intersection with the Ballenger Creek Trail.

The use of this trail would be for recreation and transportation. There are several parks along the Monocacy River including Pinecliff Park (County) and Buckeystown Park (County), the Monocacy National Battlefield Park, the C&O Canal National Historical Park, the Monocacy Boulevard Trail (City), Carroll Creek Park/Trail (City), Proposed Lingnore Creek Trail, and the Sugarloaf Mountain area.

A former Frederick County Principal Planner nominated this project, and Dial Keju, Frederick County Transportation Planner confirmed that it is still the County's top priority unfunded bicycle and pedestrian project. This project is included in the 2010 Bicycle and Pedestrian Plan for the National Capital Region, and in the Frederick County Bikeways and Trails Plan.

4. MacArthur Boulevard Bikeway Improvement Segment 3 (Montgomery County)

The MacArthur Boulevard Bike Path/Lane Improvements project will provide safe accommodations for on-road and off-road cyclists who travel along MacArthur Boulevard between Old Angler's Inn and the DC line (a distance of 7.3 miles).

The project has been separated into three segments for manageability purposes due to its expansive length and potential cost.

Segment 2: CIP 500718 from I-495 under pass to Oberlin Avenue (13,800 LF) – under construction, anticipated completion April 2014

Segment 3: CIP 509337 from Oberlin Avenue to DC Line. (6,300 LF)

Segment 1: CIP 509337 from Old Anglers Inn at Stable Lane to I-495 under pass (approximately 18,600 LF)

Segment 3 provides a continuation of bikeway improvements along MacArthur Boulevard from the easterly limit of Segment 2 at Oberlin Avenue, easterly, to the D.C. line. To enhance safety for all users, the existing shared use path along the south side of MacArthur Boulevard will be upgraded to an 8 foot paved width with a 5 foot grass buffer adjacent to the roadway. In addition to meet the needs of on-road, more experienced commuter cyclists, the roadway itself will be widened, wherever feasible, to a consistent 26 foot pavement width. Several spot improvements along the roadway will also be included to improve overall safety for all users.

Segment 3 is in preliminary design and 35% plans are anticipated to be completed by early summer 2014.

This project was nominated by Patricia Shepherd, Bikeways Coordinator, Montgomery County Department of Transportation.

5. Rhode Island Avenue Trolley Trail Extension (Prince George’s County)

This trail will extend the existing segment of the Trolley Trail that was constructed by the City of College Park. It will provide bike and pedestrian access through several residential communities, the planned Whole Foods, downtown Hyattsville, and to the Riverdale Park Town Center.

A ground breaking was recently held for this project in Riverdale Park. However, additional funding will be needed for the last segment. The unfunded segment is 0.5 miles and is located within the right of way of Alt US 1 Rhode Island Avenue in Hyattsville between Farragut Street and Armentrout Dr. It will connect to the trail segment immediately to the north that is under construction. To the south at Armentrout Drive, it would connect to the Northwest Branch Trail of the Anacostia Tributary Trail System.

The cost of the unfunded segment is estimated at one million dollars. As a transportation connection, this trail will be lighted, which adds significantly to the cost.

Fred Shaffer of M-NCPPC – Prince George’s County identified this project as the County’s top priority project.

6. Suitland Parkway Shared Use Path Feasibility Study (MDOT)

This project is intended to provide an analysis of the feasibility of extending the existing Suitland Parkway shared use path which extends along the District of Columbia’s portion of Suitland Parkway from the DC line to Maryland Route 4/Pennsylvania Avenue in Prince George’s County. The study would evaluate environmental, safety and design factors and provide design and construction estimates. Maryland DOT has submitted a Bikeways application to fund 80 percent of the \$120,000 cost estimate for the study. It has the support of the National Capital Parks East unit of the National Park Service and from the Maryland National Capital Parks and Planning Commission.

Michael Jackson, Director of Bicycle and Pedestrian Access with the Maryland Department of Transportation, nominated this project.

7. Arlington Boulevard Pedestrian and Bikeway Improvements (Arlington County)

Arlington Boulevard (US 50), which divides the County north and south is one of Arlington’s least hospitable environments for cyclists and pedestrians to travel along or to cross. This project provides for design and implementation of a series of bicycle and

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

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

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

This project is to implement a 1,300 foot long trail section from the Van Buren Street / Worldgate Drive intersection to the pedestrian entrance pavilion on the northside of the of the future Herndon Metrorail station. A 10-foot wide trail easement has been dedicated along property boundary lines.

The entire length of the project is to extend Fairfax County's Folly Lick regional pedestrian / bike trail through Herndon in order to connect to the north-side pedestrian entrance pavilion of the future Herndon Metrorail station. The existing Folly Lick trail begins below Sugarland Road with a connection to the Sugarland Run Trail north of town in Fairfax County. The trail continues along Folly Lick stream until the town limits. Last year, the town completed the first phase by extending this trail along the Folly Lick stream to Herndon Parkway. The town now has plans to further extend this trail through the center of town in a north-south direction, using a short section of the W&OD Trail as well as a combination of existing and proposed asphalt trails and sidewalks, to connect to future Herndon's Dulles Metrorail Station.

When completed, the trail will run approximately 2.90 miles within the town limits and allow cyclists and pedestrians to access downtown and the future Herndon Metrorail Station (Phase II). The project is included in the regional NVT A TransAction 2040 Plan.

Mark Duceman, Transportation Program Manager at the Town of Herndon, nominated the project and reconfirmed that it remains the town's top priority unfunded bicycle and pedestrian project.

9. Atlantic Boulevard Corridor Bicycle and Pedestrian Improvements (Loudoun County)

This is one of the projects identified in the Recommended Countywide Bicycle and Pedestrian Accommodations Priority List adopted by the Loudoun County Board of Supervisors in 2011. This project has already been designed, and is awaiting funding for R/W acquisition and construction. The limits of the project extend 1.3 miles, from Magnolia Road to Nokes Boulevard. The project calls for sidewalk on one side and a shared use path on the other, providing accommodations for all users. The construction of these improvements will create a much needed connection between the W&OD Trail and the commercial development along the Atlantic Boulevard corridor all the way up to the Dulles Town Center.

William King, PE, of the Loudoun County Department of Transportation, nominated this project.

10. Route 234 Trail from Country Club Drive to Route 1. (Prince William County)

This project would be constructed on Route 234 (Dumfries Road) between Country Club Drive and Route 1 which will complete the existing trail on Route 234 (Dumfries Road) between the Prince William County Parkway (Route 294) and Route 1 (Jefferson Davis Highway). It will provide an important cross-county and regional connection including a crossing over I-95. The 10' trail will be located on the south side of Dumfries Road. The project length is approximately 1.5 miles. [The estimated cost for this project is \\$6,000,000.](#)

This project was nominated by George Phillips, the Prince William County representative on the Bicycle and Pedestrian Subcommittee.

11. US Bike Route 1 Signing in Northern Virginia (VDOT)

This project is to install route and wayfinding signage along 50 miles of U.S. Bicycle Route 1, a national AASHTO bicycle route which runs from the state line at the 14th street bridge in Arlington through the City of Alexandria, Fairfax County and Prince William County before exiting the NOVA District on Fleetwood Drive at the southern boundary of Prince William County. It has the support of the jurisdictions through which it passes.

Estimated cost for the project is \$85,000 to \$100,000. Details for each jurisdictional share will be available in March 2014.

Cindy Engelhart, District Bicycle Pedestrian Coordinator for the Northern Virginia District of VDOT, nominated this project.

12. Dulles Toll Road Trail.

This trail would parallel the Dulles Toll Road from Route 123 in Tysons to the Innovation Center Station at the end of the Silver Line in Fairfax County. The project is shown on Fairfax County's Trails plan and would be a Regional Trail that is 10' in width. The vision of this trail is one similar to the W&OD trail that would connect residences to activity centers and Metro stations and provide a safe, comfortable ride for people of all skill levels. The trail would stretch nearly 14 miles and provide bicycle and pedestrian access adjacent to the Silver Line that connects, McLean, Tysons, Reston, and Herndon. It is anticipated that parts of this trail would be completed with redevelopment along the corridor.

Adam Lind, Transportation Planner II, Fairfax County DOT, nominated this project.