**Priority Bicycle/Pedestrian Project Descriptions and Background**

1. **Metropolitan Branch Trail, Fort Totten Section (District of Columbia)**

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

The Metropolitan Branch Trail has been a high priority for the District of Columbia for many years. It is in the District of Columbia Comprehensive Plan and in the District of Columbia Bicycle Plan. From Union Station north through the New York Avenue Metro station and over Florida Avenue, as far as Franklin Street, is complete and open to the public.

DDOT staff and the Bicycle Advisory Committee selected it as the top priority unfunded bicycle and pedestrian project for the District, and the Director of DDOT approved the selection. Jim Sebastian of DDOT reconfirmed that the Metropolitan Branch Trail remains the top priority unfunded bicycle and pedestrian project. This project is included in the 2010 Bicycle and Pedestrian Plan for the National Capital Region.

1. **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 along side 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.

1. **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 Linganore 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.

1. **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.

1. **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.

1. **Van Dorn/Beauregard Bicycle Facility (City of Alexandria)**

A missing link in the City's bicycle network is a bicycle facility along Beauregard and Van Dorn Street.  This facility would provide a north-south connection to the City's Holmes Run Trail, running east-west, and connect bicycle users to Mark Center.  This project will be coordinated with the implementation of Transitway Corridor C in Alexandria.

Carrie Sanders, Principle Transportation Planner at the Department of Transportation and Environmental Services, nominated this project as Alexandria’s top priority.

1. **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.

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

Leesburg Pike (Route 7) Pedestrian Initiative is a pedestrian safety and access improvement project consisting of pedestrian and bus stop intersection improvement projects and completion of a continuous walkway on both sides of Route 7 from the Seven Corners interchange to Alexandria. As a major transit corridor, Route 7 is a top priority for pedestrian safety improvements. Planned pedestrian improvements include sidewalks, curb ramps, pedestrian signals, crosswalks, median refuges, lighting and bus stop improvements. This project is included in the 2010 Bicycle and Pedestrian Plan for the National Capital Region. Charlie Strunk, Bicycle Coordinator of Fairfax County, nominated this project.

1. **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 NVTA 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.

1. **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.

1. **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.

1. **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.

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