

ITEM 14 - Information

December 16, 2009

Review of Priority Regional Bicycle and Pedestrian Projects

Staff

Recommendation: Receive briefing on the updated list of priority regional bicycle and pedestrian projects recommended for consideration in the FY 2011-2016 TIP by the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee.

Issues: None

Background: The Bicycle and Pedestrian Subcommittee of the TPB Technical Committee developed its list considering the goals in the TPB Vision and regional bicycle plan and using seven criteria as described in the attached memorandum. The TPB Technical Committee reviewed this list at its December 4, 2009 meeting. The Subcommittee last presented a recommended list of priority projects to the TPB in November 2008.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

MEMORANDUM

DATE: December 10, 2009

TO: Transportation Planning Board

FROM: Michael Farrell
Transportation Planner

SUBJECT: Updated List of Priority Unfunded Regional Bicycle and Pedestrian Projects Recommended for Consideration in the FY 2011-2016 Transportation Improvement Program (TIP) by the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee

The FY 2010 Unified Planning Work Program calls upon the Bicycle and Pedestrian Subcommittee to compile a list of bicycle and pedestrian project recommendations for the FY 2011-2016 Transportation Improvement Program. At its November 17 meeting the Subcommittee approved the list of bicycle and pedestrian projects shown on page three as priorities for consideration in the FY 2011-2016 TIP. Project descriptions and justifications are on pages 4-9. The TPB Technical Committee reviewed the list at its December 4, 2009 meeting. This memo transmits this year's projects.

The Subcommittee developed 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 2016, 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. Staff estimates that the funding requested for the attached projects in FY2011 is a little more than one percent of total highway funding for that year.

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.

The Subcommittee's last priority list was submitted in November 2008. None of those projects have received full funding to date. Five projects on the list received partial funding, totaling \$2,023,000, since November 2008.

The Henson Creek Trail project in Prince George's County was removed from the list at the request of M-NCPPC Prince George's County due to unresolved discussions with the Maryland State Highway Administration regarding potential use of existing drainage tunnels under the Beltway. The Henson Creek Trail extension remains a high priority for M-NCPPC Prince George's County, but it cannot be accomplished within a predictable time frame until an agreement is reached with MDSHA.

Two new projects were added to the list: the Rhode Island Avenue Trolley Trail extension in Prince George's County, and the Folly Lick / Spring Branch Regional Trail to Dulles Metrorail in the Town of Herndon.

The numbers in the table on page three sum from left to right. Funding requested is for FY 2011. We also show funds allocated before October 2008, funds allocated since October 2008, funds needed after FY 2011, and the estimated total project cost.

The Subcommittee sees this short list as a very modest investment in bicycle and pedestrian facilities in the Washington region. In trying to reach the adopted goals of the TPB vision and the regional bicycle and pedestrian plan, the Subcommittee supports the funding of bicycle and pedestrian projects over and above this list. In addition, the Subcommittee encourages the inclusion of bicycle and pedestrian facilities in all transportation projects as recommended in policy guidance by the U.S. DOT.

Priority Unfunded Bicycle/Pedestrian Projects Recommended by the Bicycle and Pedestrian Subcommittee for inclusion in the FY2011-16 TIP*

State	Jurisdiction	Lead Agency	Project Name	FY 2011 Funding Requested (\$ thousands)	Transit Access	Bicycle Network Connectivity	Pedestrian Safety	On last year's list?	Funding Status	Funding Allocated before 10/08 Priority List**	Funding Allocated since 10/08	Funding Needed After FY2011***	Estimated Total Cost****
DC	District of Columbia	DDOT	Metropolitan Branch Trail (Fort Totten section)	\$3,000	Y	Y	Y	Y	P	\$4,000	\$0	\$13,000	\$20,000
MD	Montgomery County	Montgomery County DOT	MacArthur Boulevard Bikeway Improvements	3,059		Y	Y	Y	P	820	852	5,569	10,300
	Prince George's County	M-NCPPC Prince George's County	Rhode Island Avenue Trolley Trail Extension	550	Y	Y	Y		P		650	800	2,000
	Frederick County	Frederick County Division of Parks & Recreation	Monocacy River Greenway Trail Phase I	510		Y	Y	Y	P	260	0	2,730	3,500
VA	Alexandria	City of Alexandria	Holmes Run Greenway Shared-Use Path Improvements	510		Y	Y	Y	P	0	260	2,730	3,500
	Arlington	Arlington County	Arlington Boulevard Pedestrian & Bikeway Improvements	2,000	Y	Y	Y	Y	P	60		1,940	4,000
	Fairfax County	Fairfax County DOT	Leesburg Pike Seven Corners to Alexandria Pedestrian Initiative	5,000	Y	Y	Y	Y	P	4,000		0	9,000
	Town of Herndon	Town of Herndon	Folly Lick/Spring Branch Regional Trail to Dulles Metrorail	835	Y	Y	Y		N	0	0	795	835
	Loudoun County	Loudoun County Office of Transportation	Loudoun County Parkway Shared-Use Path	400	Y	Y		Y	N	0	0	1,530	1,930
	Prince William County	Prince William County	Old Bridge Road Sidewalk	1,000	Y		Y	Y	P	300	141	559	2,000
ALL	WMATA area	WMATA	WMATA Bicycle Parking Project	55	Y			Y	P	60	120	930	1,165
Total Cost				\$16,919						\$9,500	\$2,023	\$30,583	\$58,230

D.C. Total	\$3,000
Maryland Total	\$4,119
Virginia Total	\$9,745

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

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

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

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

*All projects are included in approved local plans and/or supported by the local government. Although some have been funded for study, none have received a full funding commitment.
 **Funding requested" reflects funds that will be needed during the coming fiscal year. "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 2009 dollars. Inflation may increase nominal total cost.
 *****No projects from the December 2008 list subsequently received full funding.

Priority Bicycle/Pedestrian Project Descriptions and Background

Metropolitan Branch Trail (District of Columbia)

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

The Metropolitan Branch Trail has been a high priority for the District of Columbia for many years. It is in the District of Columbia Comprehensive Plan and in the District of Columbia Bicycle Plan. A few short segments, notably through the New York Avenue Metro station and a bridge over Florida Avenue, have been completed, and the segment from New York Avenue to Franklin Street is under construction. 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 2006 Bicycle and Pedestrian Plan for the National Capital Region.

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

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

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

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

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 and to the Riverdale Park Town Center. It will also connect to the Northwest Branch Trail.

The 30% design drawings have recently been completed and the M-NCPPC Department of Parks and Recreation has \$650,000 for final design and some construction. Additional funding will be needed as the total cost is estimated to be well over 1 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. The Henson Creek Trail is still a high priority, but due to unresolved differences with MD SHA over use of existing drainage tunnels under the Beltway, the Henson Creek Trail is unlikely to move forward in the short to medium term.

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

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

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

In 2010, the City of Alexandria will begin work on a \$250,000 grant to perform an engineering study of the tunnels to investigate ways to address ongoing maintenance, security and make general safety improvements for bicyclists and pedestrians. A minimal amount of funding has been secured for construction, primarily a \$260,000 FY 2008 CMAQ grant. The City anticipates that engineering and infrastructure improvements will be more expensive than the grant funding submitted but will not have more accurate numbers until it completes the study. Additional funding is being sought

from grant sources-.

Yon Lambert, Bicycle and Pedestrian Coordinator at the City of Alexandria, nominated this project as the City of Alexandria' top priority unfunded bicycle and pedestrian project.

Arlington Boulevard Pedestrian Access to Transit 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 is 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, modified ramp geometries to calm traffic exiting the corridor, Other improvements include accessible bus pads, 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 2006 Bicycle and Pedestrian Plan for the National Capital Region.

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

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

Loudoun County Parkway Shared-Use Path (Loudoun County)

Build a 5.5 mile shared-use path parallel to Loudoun County Parkway from Route 7 to Waxpool Road.

The Loudoun County Parkway is identified as a primary corridor in the Loudoun County Bicycle Plan. The primary criteria used to select these corridors included public input, roadway network analysis, latent demand analysis, and an assessment of origins and destinations. Loudoun County Office of Transportation staff selected the Loudoun County Parkway as the County's top priority unfunded bicycle or pedestrian project. John Clark, Director of the Office of Transportation at that time, approved the choice. This project is included in the 2006 Bicycle and Pedestrian Plan for the National Capital Region. Shaheer Assad, Senior Transportation Engineer/Planner at Loudoun County, nominated this project.

Monocacy River Greenway Phase I (Frederick County)

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

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

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

Conceptual Alignment:

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

Old Bridge Road Sidewalk (Prince William County)

Old Bridge Road is classified as a minor arterial that carries an estimated 40,000 vehicles per day. This facility is the primary access road for numerous residential neighborhoods and two schools (Old Bridge Elementary School and Woodbridge High School). While VDOT has received funding to provide for a sidewalk on Old Bridge Road from Prince William Parkway to Cricket Lane, there is no funding source for sidewalks on Old Bridge between Cricket Lane and Mohican Lane. A sidewalk along this section of Old Bridge Road is imperative due to Old Bridge Elementary being located directly across the street from Mohican Lane and the number of children that walk to/from school in this area. On October 16, 2007 at 3:45pm, a 12 year old girl was struck and killed along this segment of Old Bridge Road trying to walk home after a school function. It is the goal of the County to provide for a sidewalk along this stretch of Old Bridge Road to prevent any further tragedies. At this present time, the estimated cost for a sidewalk along this segment of Old Bridge Road is \$1,000,000. This segment is approximately 0.76 linear miles. This project is included in the 2006 Bicycle and Pedestrian Plan for the National Capital Region. Monica Backmon, Regional Planner at Prince William County, nominated this project as the top priority unfunded pedestrian project for Prince William County.

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

The initial short-term plan (3 years) for this trail project would be to link Fairfax County's *Folly Lick Stream Valley Park* trail with the Town of Herndon's *Folly Lick* trail improvements.

The initial section of the Folly Lick / Spring Branch Trail will be between Center Street and Monroe Street at the Town's northern boundary. As part of the Young Farm development, the County has received a proffer to construct a portion of the Fairfax County's Folly Lick Trail, which will connect with the Town trail at Young Avenue. Construction on this development is underway. Another subdivision development in Town will extend the trail from Young Avenue to Herndon Parkway. The Town's project will develop a 3,000 foot segment of the Folly Lick / Spring Branch Trail between Park Avenue and Herndon Parkway. The Town owns either an easement or right-of-way through these areas. Project completion is scheduled to coincide with the other segments of the trail development. Town funds will be used to provide initial design. Easements are necessary for right of way in FY2012 and construction is tentatively scheduled to start in FY2013.

The long-term plan (5 years) plan for the town's *Folly Lick / Spring Branch Regional Trail* would flow generally through the center of town (north-south direction), using a short section of the W&OD Trail and a combination of existing and proposed asphalt trails and sidewalks, to eventually connect with the future Herndon-Monroe Metrorail station. Mark Duceman, Transportation Program Manager at the Town of Herndon, nominated the project.

WMATA Bicycle Parking Project

Bicycle Racks

This project replaces existing “Rack III” racks with modern, less maintenance intensive “Inverted U” racks. The Rack IIIs are nearing the end of their useful lives, and are no longer manufactured.

WMATA’s rack replacement plan, developed in June 2006, is partially funded and many of the most deteriorated racks have been replaced. To completely replace this style of rack throughout the system will require some additional funding.

Bicycle Capacity Improvements

In Metro’s Capital Needs Inventory spanning the next 10 years, Metro staff proposed significant bicycle parking capacity improvements to at least seven stations with high bike demand in the system. The proposal includes bicycle cages at five stations with capacity, and modular bike parking facilities capable of holding 80 bicycles each at four stations, with a goal of 150 bike parking spaces at each high-need stations. At this time, these capacity improvements are not expected to be fully funded in the FY2011-2016 capital improvement program.

Kristin Haldeman in Metro’s Office of Long Range Planning nominated this project.