

## Priority Unfunded Bicycle/Pedestrian Projects Proposed for the FY2008-13 TIP

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.

State	Jurisdiction	Project Name	Funding		Bicycle		Action
			Requested (thous.)	Transit Access	Network Connectivity	Safety	Since 2005 Priority List
DC	DC	Metropolitan Branch Trail	10,000	Y	Y	Y	partially funded
MD	MC	Falls Road Shared-Use Path	15,000		Y		new item on list
	PGC	Henson Creek Trail	750	Y	Y		partially funded - study only
VA	ALX	Holmes Run Pedestrian/Bicycle Crossing	1,000		Y	Y	not funded
	ARL	Arlington Boulevard Bikeway Improvements	2,000	Y	Y	Y	new item on list - partly funded
	FFX	Route 1 Pedestrian and Bicycle Safety Improvements	16,000	Y	Y	Y	partially funded, cost increased
	LDN	Loudoun County Parkway Shared-Use Path	1,000	Y	Y		not funded
	PWC	Dumfries Road (Route 234) Bike Path	204	Y	Y		partially funded - cost increased
DC, MD, VA	WMATA service area	WMATA Bicycle Parking Project	670	Y			new item on list
Total Cost			\$46,624				
Annual Cost			\$7,771				
D.C. Total			\$10,000				
Maryland Total			\$15,750				
Virginia Total			\$20,204				

### Projects Funded from the January 2005 Priority List

State	Jurisdiction	Project Name	Funding				
MD	MC	Silver Spring Green Trail	6,344	Y	Y		fully funded
VA	ARL	Pentagon Area Bicycle Access Improvements (Study)	150	Y	Y	Y	fully funded
	Town of Herndon	Centreville Road underpass at Dulles Airport Access Road	300		Y	Y	fully funded

6,794

## **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 Georges 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. A few short segments, notably through the New York Avenue Metro station and a bridge over Florida Avenue, have been completed. DDOT staff and the Bicycle Advisory Committee selected it as the top priority unfunded bicycle and pedestrian project for the District, and the Director of DDOT approved the selection.

### **Falls Road Shared-Use Path (Montgomery County)**

A five-mile shared-use path, to run parallel to Falls Road in Potomac, from Dunster Road to River Road. Falls Road currently lacks sidewalks, and the need to serve pedestrians is a major reason for installing a shared-use path rather than bicycle lanes. High right-of-way acquisition costs account for a large share of the estimated \$15 million project cost. The Falls Road shared-use path is in the Montgomery County Bicycle Plan. Gail Tait-Nouri, Bicycle Planner at Montgomery County Department of Public Works and Transportation, nominated the project.

### **Henson Creek Trail (Prince George's County)**

This project includes the extension of the existing stream valley trail to both the north and south. In the north, the trail will be extended from Temple Hill Road to the Branch Avenue Metro. To the south, this trail will be extended from Oxon Hill Road into the Broad Creek Historic District on the Potomac.

The extension of the Henson Creek Trail has been proposed on area plans including 1981 Subregion VII Master Plan and 1985 Equestrian Addendum to the Adopted and Approved Countywide Plan. This will extend the existing stream valley trail from Temple Hill Road to the Branch Avenue Metro Station.

The trail extension was identified by the County's Bicycle and Trails Advisory Group (BTAG) as the number one trail priority in Prince George's County in 2003. Based on this recommendation, the trail was listed as the number one bicycle/trail recommendation

in the November 4, 2003 Joint Signature Letter. This letter identifies top County transportation priorities, including trails, and is signed by the County Executive and Chairman of the County Council.

BTAG evaluated all major master plan trail and bicycle recommendations when coming up with the top County priorities. Other stream valley trails, on-road bike facilities, and park trails were also considered. Other top priorities include the Prince George's Connector Trail, the extension of the Paint Branch Stream Valley Trail, the Cabin Branch Trail, the Chesapeake Beach Railroad Right-of-Way Trail, and several on-road bicycle routes such as the Potomac Heritage Trail and East Coast Greenway.

Trails were evaluated on the following criteria: 1) connectivity, 2) revitalization/economic development, 3) recreation value, 4) feasibility, 5) transportation value, and 6) geographic distribution. BTAG, which includes representatives from implementing agencies, civic groups, trail groups, bicycle clubs, and municipalities, rated all the major trails based on these criteria, and the Henson Creek Trail extension had the highest overall score.

### **Holmes Run Pedestrian/Bicycle Crossing (City of Alexandria)**

The Holmes Run Park Trail is a multi-use trail which extends from the City's western border at Holmes Run Parkway and Chambliss Street south along the Holmes Run and Cameron Run stream valleys for approximately 2 miles to Eisenhower Ave. Locally, this multi-use stream crossing will connect the north and south ends of Chambliss Street at the Holmes Run Trail. Regionally, the trail crossing will connect to Fairfax County's Stream Valley Trail system. The project will include some safety improvements and will increase access to transit.

The City of Alexandria's Holmes Run Stream Crossing is the top priority unfunded bicycle and pedestrian project in the list of projects contained in the City's "Bicycle Transportation and Multi-use Trail Master Plan". The Master Plan was approved by City Council in 1998. The plan was prepared by the Alexandria Bicycle Study Committee, under the auspices of the Department of Recreation, Parks and Cultural Activities, with the participation of the Parks and Recreation Commission.

This project was selected for the regional list because this crossing improves the connectivity between Alexandria and Fairfax County. Yon Lambert, Bicycle and Pedestrian Coordinator at the City of Alexandria, nominated the project.

### **Arlington Boulevard Bikeway Improvements (Arlington County)**

This project is for design and implementation of a series of improvements to the Arlington Boulevard Bikeway in Arlington County, from the Fairfax County line to Fort Myer Drive. Major components include intersection improvements, including the possibility of grade separations, at the Glebe Road and George Mason Drive

intersections, improvements to the north side bikeway between Pershing Drive and Glebe Road where the route uses a one-way service road, and widening/reconstruction of the segment between 10<sup>th</sup> Street and Pershing Drive opposite Fort Myer. A detailed cost estimate for these improvements has not yet been developed, but a rough estimate is \$2,000,000. Some of the improvements in the vicinity of the Glebe Road intersection will be studied, designed and implemented as part of the bigger Arlington Boulevard/Glebe Road interchange improvements.

Project was nominated by Charlie Denney, Arlington Department of Environmental Services, in consultation with the Arlington Bicycle Advisory Committee.

### **Route 1 Pedestrian and Bicycle Safety Improvements (Fairfax County)**

Route 1 in Fairfax County has experienced a high rate of pedestrian fatalities and injuries. Several studies have identified and proposed sidewalk, pedestrian crossing, and other pedestrian and bicycle safety improvements which would be constructed on this road.

Fairfax County Department of Transportation staff and the County Trails Committee selected the Route 1 project as the top priority unfunded bicycle or pedestrian project in the County, and informed the Board of Supervisors.

### **Loudoun County Parkway Shared-Use Path (Loudoun County)**

Build a 4.4 mile shared-use path parallel to Loudoun County Parkway from Route 7 to Waxpool Road.

The Loudoun County Parkway is identified as a primary corridor in the Loudoun County Bicycle Plan. The primary criteria used to select these corridors included public input, roadway network analysis, latent demand analysis, and an assessment of origins and destinations. Loudoun County Office of Transportation staff selected the Loudoun County Parkway as the County's top priority unfunded bicycle or pedestrian project. John Clark, Director of the Office of Transportation, approved the choice.

### **Dumfries Road (Route 234) Bike Path (Prince William County)**

Provide a separated 1.2 mile, 10' wide asphalt multi-purpose trail along Dumfries Road from Lake Jackson Drive intersection to Prince William Parkway West intersection.

The Dumfries Road Bike Path was selected by Prince William County Transportation staff and approved by Chairman Connaughton as the top priority unfunded bicycle and pedestrian project in Prince William County. Staff, the Chair, and the Board of Supervisors agreed that safety issues on this corridor made it a high priority for bicycle and pedestrian facilities.

## **WMATA Bicycle Parking Project**

### Bicycle Racks

This project replaces existing Type 3 racks with modern inverted U racks. The Type 3's are nearing the end of their useful lives, and are no longer manufactured.

WMATA's rack replacement plan, developed in June 2006, is unfunded, however, a limited number of racks were purchased by WMATA's Plant Maintenance Department. Department staff is replacing racks according to the plan. Additional funding in FY 2007, FY 2008 and FY 2009 will complete rack replacement in the plan and allow for additional racks to be installed.

### Bicycle Lockers

Currently lockers are available only on a long-term basis. Since most bicyclists do not ride every day, this has led to significant under-use of the existing lockers.

This project pilots a new bike locker system at 3 stations each year using a parking technology system modeled after car sharing. The system is available from at least one vendor who sells the lockers, manages the Web-based reservation system, and collects rental fees through a smart card. Lockers would be available to anyone with a smart card on an hourly basis. It is anticipated that five to ten times as many smart cards would be issued as there are available lockers, in order to assure a high locker occupancy rate. This system should increase locker occupancy from around 50% to 80% or more, and serve far more people, including many occasional or casual riders who are currently unable (due to non-availability) or unwilling to rent lockers on a long-term basis. Each year's funding assumes 20 lockers will be installed at 3 stations.

Carol Kachadoorian of WMATA nominated this project. The Washington Regional Bicycle and Pedestrian Subcommittee agreed that this project is important enough to be included in the top priority unfunded bicycle and pedestrian project list.