

**BOARD OF SUPERVISORS
TRANSPORTATION & LAND USE COMMITTEE**

ACTION ITEM

#2

SUBJECT: Improved Pedestrian, Bicycle and Vehicular Access to Claude Moore Park

ELECTION DISTRICT: Sterling

STAFF CONTACTS: Diane M. Ryburn, Director, PRCS
Steve Torpy, Assistant Director, PRCS

BACKGROUND: In the October 18, 2008 Final Report on the Potomac/Sterling Community Outreach Process, staff described the Potomac/Sterling Community Outreach Project as having been envisioned by the Board of Supervisors to be the first phase of a larger Community Plan process. Out of this first phase came findings and suggestions, some of which became strategies for the Board to consider improving the quality of life for Potomac and Sterling residents. One of the strategies is to improve access to Claude Moore Park. The staff committee (Attachment 1) that was formed looked at various options for increased access to Claude Moore Park.

At the September 28, 2010 Transportation and Land Use Committee Meeting, staff updated the committee on the seven different options that were to be presented to the community in October 2010 for discussion and input. At this meeting, the Committee requested that during the public input sessions, discussions surrounding a trail on the west side of Cascades Parkway also be discussed to determine the community's support of such a trail. Staff adjusted the options to include the possibility of a trail on both the east and the west side of Cascades Parkway in preparation for the meetings with the public. On October 12th and 13th, community meetings were held at the Claude Moore Recreation Center. A summary of the two meetings was then sent to all who attended to ensure that their recommendations and comments were captured. (Attachment 2) The citizens who provided input and the discussions that took place were valuable in helping the staff committee formulate a final recommendation for the Transportation and Land Use Committee's consideration.

ISSUE: The staff committee presented the original options to the public as well as the additional option of a trail on the west side of Cascades Parkway. The options presented were as follows:

- A) Construction of a multi-use trail along the access road from W. Juniper Avenue to the Claude Moore Park Football Field Parking Lot. This would include a redesign and improvement of the gate at W. Juniper Ave. and the Park View High School access road as well as new signage.

- B) Installation of a crosswalk at the intersection of Church Road and Aspen Avenue N. (B1)
This also would include improvement to the trail from Church Road to the Recreation Center with a packed surface that is accessible however not paved (B2)
- E) Construction of a multi use trail along the entire length of Cascades Parkway from Loudoun Park Lane to Old Vestal's Gap Road.
- F) Construction of a multi use trail from Old Vestal's Gap Road to the intersection of Potomac View Rd. and Cascades Parkway.
- G) Installation of bike lanes on both sides of Loudoun Park Lane from the intersection of Cascades Parkway to the Claude Moore Park Football Field Parking Lot.

The alternative option was the addition of a trail along the west side of Cascades Parkway and this alternative option was presented and discussed at both public meetings.

In conclusion, Options A, B, and G were the options that those present felt would most meet the needs of providing access to the park with the priority being:

- 1) Option G (Multi use trail along Loudoun Park Lane from Cascades Parkway to the Claude Moore Park Football Field parking lot)
- 2) Option A (Multi use trail from Juniper Avenue to Claude Moore Park Football Field parking lot)
- 3) Option B (Installation of Crosswalk at Church Rd. and N. Aspen Avenue with trail improvements)

Option E (Multi use trail along Cascades Parkway) was also seen as a needed addition to the Bicycle/Pedestrian infrastructure; however, it was viewed as part of a much larger overall transportation issue than simply the access to Claude Moore Park. Even though there was agreement that this option was not a top priority for access to the park at this time, it was agreed that finding a way to cross Route 7, either along Cascades Parkway, Algonkian Parkway near Dulles Towne Center, or Potomac View Road is something that needs to be accomplished. The result of a Route 7 crossing is it could allow more citizens to walk and bike not only to the stores, schools and warehouses, but also to Claude Moore Park. Staff also noted in the presentation that there are existing pedestrian facilities within the Victoria Station community and the communities along Magnolia Dr. on the west side of Cascades Parkway. The citizens in these communities, on the west side of Cascades parkway directly across from the park, can utilize the existing pedestrian and bicycle facilities to safely get to the park via these trails and the signaled crosswalk at the intersection of Cascades Parkway at Loudoun Park Lane. Installation of Options A, B, and G, will allow those citizens from these communities to be able to not only safely get to the park entrance, but would also be able to safely get to all the amenities within the park.

Based on these discussions, the staff committee recommends

1. Installation of a single, multi use trail along Loudoun Park Lane from Cascades Parkway all the way through the park to the Juniper Avenue gate (Options A and G) with improved signage. This would provide a paved, Multi Use trail for pedestrians and bicyclists from the east side of the park to the west. Included in this option is the design and installation of a small portion of sidewalk along the access road to Park View High School that would tie into the existing sidewalk system along Laurel Avenue.
2. Pursue the option of installing a midsection crosswalk at the intersection of Church Road and N. Aspen Avenue (Option B1) as well as signage. Included in this option would be the installation of a short stretch of paved trail that ties into the trail along Church Road in front of Sterling Elementary School. In addition a trail from Church Road to the rear of the Claude Moore Recreation Center is recommended to be improved and identified as a corridor for bicyclists (Option B2) along with signage.

Installation of these trails and safe crossings would be a positive step towards increasing the safe access to the park and the amenities within the park for pedestrians and bicyclists. These trails could also achieve some of the goals identified in the Bicycle and Pedestrian Mobility Master Plan, which states “improvements to the “short cut” trails across Claude Moore Park could improve connections between Sterling and the Dulles Town Center and Route 28 corridor.”

ALTERNATIVES:

At the December 7, 2010 Board of Supervisors business meeting, the Board of Supervisors voted unanimously to direct staff to prepare a list of recommended bicycle and pedestrian projects that can be prioritized by the Board of Supervisors for design and/or construction with federal funds or other available funding sources and further voted that this list be presented to the Transportation and Land Use Committee for review and recommendation with the goal of endorsement by the Board of Supervisors by July 2011. At this time, the Committee could recommend that the access options for Claude Moore Park be included in that effort so that this project is evaluated against other priority pedestrian improvement projects, or the Committee could recommend moving forward with this project at this time.

FISCAL IMPACT: The cost estimate for the construction of these three proposed options is \$430,000 which includes a construction contingency. The options for funding could come from a variety of sources.

The first funding option, which would get the recommended trails completed in the shortest amount of time, would be the utilization of local gasoline tax revenue in the Bikeway & Pedestrian Facilities Contingency account. The committee is recommending that the funding come from this source because these funds are currently available, could fully fund options A, B, and G, and could be utilized this fiscal year to complete this portion of the project. The other funding sources that were investigated required an application process that, at times, could delay the construction by 18 months and provides only partial funding. This account has a current

FY11 appropriated expenditure balance of \$850,027 and if the total amount was funded, the balance after the proposed improvements would be \$420,027. (Historically, the Board has used this contingency account to offset design and construction costs of similar type projects such as sidewalk improvements along Sterling Boulevard, final design of bicycle and pedestrian improvements for the Atlantic Blvd corridor between Magnolia Rd and Winding Rd/Southerlin Rd, and for design of replacement of sidewalk between Partlow Rd & Stubble Rd in Old Ashburn). Due to conservative revenue forecasts for the Local Gasoline Tax Fund, it is not anticipated that the account will be replenished annually to the extent it has been in the past. Utilizing the proposed \$430,000 will limit the amount of future Board and staff-initiated projects that can be funded with dollars from this contingency. The General Fund is not impacted if the proposed funding is approved.

A second funding option would be the use of cash proffers. Staff would need to research and determine if there are any proffers that can be applied for this capital improvement project.

A third funding option would be to apply for trails funding through the VDOT SAFETEA-LU program. This option, although a possibility, would delay any construction of trails since the state is not issuing any new SAFETEA-LU grants this fiscal year. The county could apply in the fall of 2011 and if selected, the funding would be available July 1, 2012. This option requires a 20% local match which for the three options mentioned, would be \$86,000.

A fourth funding option would be to apply for a Recreational Trails Program Grant (RTP) through the Virginia Department of Conservation and Recreation. These RTP grants are for projects with primarily recreational value rather than those with more utilitarian transportation value. Grant awards are usually made for between \$25,000 and \$100,000 so it is possible that a portion of the overall recommended access options could be covered through this type of grant if awarded. This funding option would also require a 20% match.

A fifth funding option would be to apply for state Recreational Access Funds. This funding source allows a maximum of \$60,000 unmatched to be allocated for a bikeway to a facility operated by a locality or authority. Up to an additional \$15,000 may be requested if matched on a dollar-for-dollar basis. This would mean that the county could be granted \$75,000 which would leave \$355,000 that would be needed to be funded by the county or another source.

The County could pursue one or several of these funding options.

The Board of Supervisors adopted funding criteria for sidewalk and trail projects on November 18, 2008 (Attachment 3). This action requires the evaluation of safety and connectivity factors prior to a project being recommended for funding. With respect to the three recommended options, the trails do qualify for funding under both categories Priority One and Priority Two. Under Priority One, the installation of a trail which will allow pedestrians and bicyclists to access the amenities within the park rather than traveling in the main entrance roadway would be a safer option for pedestrians and bicyclists. There also is available funding if the Board elects to utilize the Gas Tax Account. Under Priority Two, the recommended trails will provide connections to a Community Center, Recreation Center, Park (both active and passive), and connects neighborhoods to the aforementioned facilities.

DRAFT MOTION:

1. I move that the Transportation and Land Use Committee recommend that the Board of Supervisors approve the appropriation of funding from the local gasoline tax funding under the Bicycle and Pedestrian Facilities Contingency Fund in the amount of \$430,000 for the construction of the three options identified in the January 19, 2011 staff report for improving the pedestrian and bicycle access to Claude Moore Park.

I further move that the Committee recommend to the Board of Supervisors that they direct staff to process BA #112010

OR,

2. I move that the Transportation and Land Use Committee recommend to the Board of Supervisors to direct staff to pursue Options A, B, and G as identified in the staff report.

I further move that staff explore a combination of funding options as identified in the action item and report back to the Board of Supervisors with a recommendation and timing for funding.

OR,

3. I move an alternative motion

ATTACHMENT:

1. Staff Committee Members
2. Summary of Public Input Sessions for Improved Access to Claude Moore Park
3. September 22, 2008 Transportation and Land Use Committee, Item #7B
Alternative Funding and Sidewalk Construction

Attachment 1

Staff Team Members Pedestrian, Bicycle and Vehicular Access to Claude Moore Park

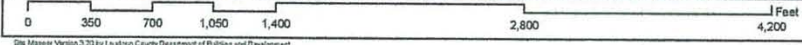
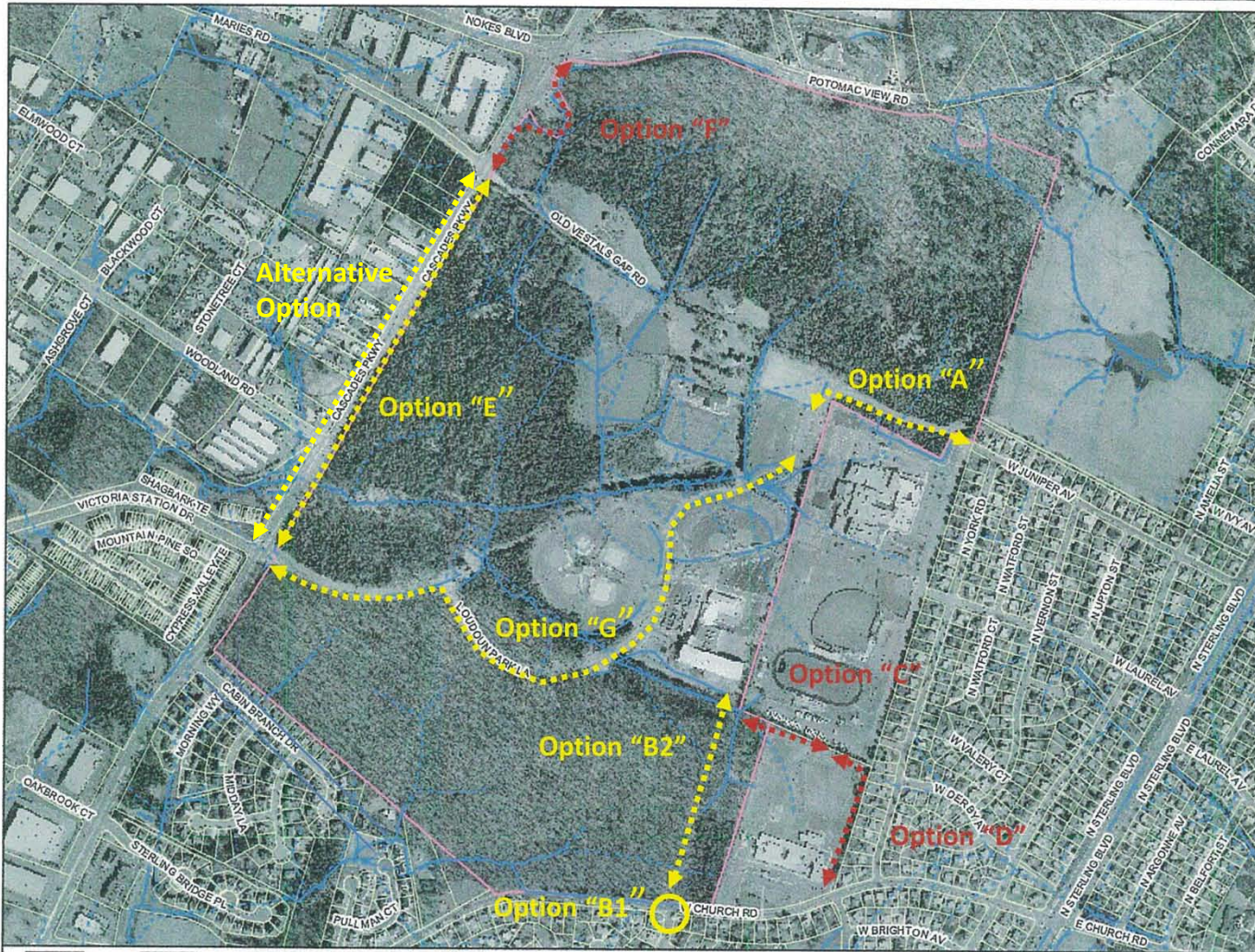
- Department of Parks, Recreation and Community Services – Steve Torpy
- Department of Parks, Recreation and Community Services – Mark Novak
- Department of Parks, Recreation and Community Services – Merry Breed
- Department of Planning – Marie Genovese
- Office of Transportation Services – Aaron Zimmerman
- Loudoun County Public Schools – Kevin Lewis

Claude Moore Regional Park Trail Access Study Options



- Water Pollution Sources
- Hydrant
- Manhole
- Forced Main Sanitary Sewer
- Gravelly Sanitary sewer
- Reclaimed Water
- Drinking Water
- Sanitary Sewershed
- Storm inlets
- Storm pipes
- Basement Drains
- Soil Drains
- Contour Lines 5' Interval
- Index Contour Line 25' Interval
- Soils
- Parcels
- Mod. Steep Slopes
- Very Steep Slopes
- Wetland Model
- Hydric
- Hydric Inclusions
- Hydrologic Group
 - High Runoff Potential
 - Soils with Moderate Infiltration Rate
- Proposed Limestones Overlay District
- Polomac Floodplain
- Minor Floodplain
- Major Floodplain
- RSCOD
- MDO
 - Somewhat Sensitive
 - Sensitive
 - Highly Sensitive

NOTE: Layers represented in the legend may not be displayed for the area mapped.



Color Imagery: 2002 Commonwealth of Virginia
 Black and white imagery: Spring 2002 and 2007 Photography flown by AirPhotographics, Inc., Martinsburg, WV
 Black and white imagery: 1957/1958 Photography flown by United States Farm Service Agency
 Data for water and water lines provided by Loudoun Water

DATE GENERATED: 9/30/2009

Summary of Public Input Sessions for Improved Access to Claude Moore Park

On October 12th and 13th, the Claude Moore Park Access Committee held two public input sessions on the proposed options for improving the access to Claude Moore Park for the communities surrounding the park. The citizens who provided input and the discussions that took place were very valuable in helping the committee formulate a recommendation for the Transportation and Land Use Committee's consideration.

The staff committee originally identified seven options. Upon further review, the committee determined three of the seven options appear to not be viable options at this time. The seven options were:

- a. Construction of a Multi Use Trail from Juniper Avenue to the Claude Moore Park football field parking lot
- b. Crosswalk at Church Road and N. Aspen Avenue with pavement markings, signage and flashing beacons as well as a trail improvement along the Claude Moore Park water/sewer easement and the Claude Moore Park blue trail to the rear of the Recreation Center
- c. Construction of a Multi Use trail from the Foltz Field Parking Lot at Sterling Elementary to the Claude Moore Recreation Center
- d. Construction of a Multi Use trail along the access drive and eastern side of Sterling Elementary to Foltz Field
- e. Construction of a Multi Use trail along Cascades Parkway either on Claude Moore Park or within the right of way along the park from Loudoun Park Lane to Old Vestal's Gap Road
- f. Construction of a multi Use trail from the Claude Moore Park nature side entrance at Old Vestal's Gap Road to Potomac View Road
- g. Installation of Bike Lanes on both sides of Loudoun Park Lane in Claude Moore Park from Cascades Parkway to the Football Field Parking Lot

What the committee concluded is that due to security concerns of public trails bisecting or crossing Loudoun County school property, Loudoun County Public School personnel were not comfortable with options C or D. The committee felt Option F would be not be a viable option to pursue at this time since the trail would simply terminate at that intersection because there currently is not any sidewalk or trail infrastructure in place beyond the Nokes Boulevard/Potomac View/Cascades Intersection. In addition, it was determined that typically, VDOT does not support a crosswalk that does not connect to a continuation of a trail or sidewalk beyond the intersection.

The focus of the presentations to the public on October 12th and 13th outlining possible solutions to the access issues were Options A, B (listed as B1 and B2 on the map), E and G. The committee did however have questions and discussions about all seven options.

Option A

Construction of a multi-use trail along the access road from W. Juniper Avenue to the Football Field Parking Lot. This would include a redesign and improvement of the gate at W. Juniper Ave. and the Park View High School access road as well as new signage.

Attendees expressed support for improved access from the Juniper Avenue gate entrance into Claude Moore Park to the football field parking lot. The discussion surrounding this option focused on better signage of this entrance as you enter the park, and to identify where bicycles should ride. A multi use trail was also discussed for this area as well as the need for more directional signs within the surrounding community giving clear direction to the park entrance.

Option B (1 and 2)

Installation of a crosswalk at the intersection of Church Road and Aspen Avenue N. This also would include improvement to the trail from Church Road to the Recreation Center with a packed surface that is accessible however not paved. This option also includes a multi use trail from this park entrance over to the sidewalk system in front of Sterling Elementary School as well as new signage.

During the discussion concerning the access option along Church Road at the intersection of Aspen Avenue (Option B1) there were various opinions on what should be done at this site. Some felt that this option should not be further pursued since it was never intended to be an entrance, however after further discussion, it was agreed that this is a major crossing the public is using to access the park. Aside from fencing the Church Road property line, stopping access would be nearly impossible. That said, it was discussed that a crosswalk with pavement markings, signage and flashing beacons, not something that would stop traffic but merely warn drivers of pedestrians, should be installed. However, inside the park (Option B2) was discussed and there was no desire expressed to have the trail paved and actually the only real question about improving this section of the trail system dealt with signage and perhaps some better surface for walking/biking. Several bicyclist asked for clarification on whether or not they would be allowed to ride their bicycles on this stretch of trail and if not, could the trail be improved to a bicycle/pedestrian style trail. Staff discussed that this section of the trail, could be designated as a bike trail if it were improved with some sort of surface appropriate for bicycles.

Option E and F

Construction of a multi use trail along the entire length of Cascades Parkway from Loudoun Park Lane to Old Vestal's Gap Road.

Construction of a multi use trail from Old Vestal's Gap Road to the intersection of Potomac View Rd. and Cascades Parkway.

There was significant discussion about option E which is proposed to be a multi use trail along the east side of Cascades Parkway as well as discussions surrounding a requested potential new trail along the west side of Cascades Parkway. Discussions about this option led into a much larger discussion, both nights, on the lack of trail infrastructure that allows citizens on the north side of Rt. 7 to safely connect to areas to the south and vice versa. Everyone shared that Rt. 7 is a major barrier for pedestrians and bicyclists when trying to travel north or south in the Potomac/Sterling areas. When asked whether or not the footpaths

on both sides of Cascades Parkway were being used to access the park, the answer was very little if at all. Most in attendance tended to believe that currently, the “trails” are actually being used by citizens either going to work in the warehouses along Nokes Boulevard or continuing up to the shopping centers such as Target and Costco. This does, however, highlight a much larger issue than just the access to the park. There is an obvious need in this area for safe pedestrian/bicycle travel along Cascades Parkway and up and over Rt. 7 into the Cascades community. The citizens in attendance seemed to believe that although the need for a trail that connects the north and south sides of Rt. 7 was important for getting those citizens north of Rt. 7 to the park; they seem to understand that this project was much larger than the current scope of work for this committee. That said, the citizens did say that they would use a trail to access the park if it safely got them across Rt. 7 and down Cascades Parkway. When asked if they would prefer to see a trail on the east or west side of the park, the answer was that it did not matter where it was as long as it was a contiguous trail across what the citizens referred to as the wall that is Rt. 7. There was a request from a citizen to have Option F (Old Vestal’s Gap Rd. to Nokes Blvd/Potomac View Rd. Intersection) be done at the same time as Option E. What was shared by this citizen was even if there is not a crosswalk at the Nokes Blvd./Potomac View intersection, completing Option E and F together would provide a contiguous trail stretching the entire park boundary along Cascades Parkway which would provide a safe corridor for the citizens who already are using this path. This citizen understood that going beyond this point may be outside of our intended scope of work however, completing this would provide safe travel for citizens once they reach this point.

Option G

Installation of bike lanes on both sides of Loudoun Park Lane from the intersection of Cascades Parkway to the Football Field Parking Lot.

In general, those present also supported the concept of some form of a trail along Loudoun Park Lane (Option G). There did not seem to be consensus or a dominant opinion as to whether it should be bike lanes or a multi use trail. The discussion surrounded the concern that there is currently no way for citizens from the west entrance along Cascades Parkway to safely walk or bike into the park. There was agreement however, that if a trail or bike lane was installed, it should be wide enough for both bicyclists and pedestrians to safely use it at the same time.

Lastly, there were some general questions such as whether or not there could be streetlights installed along Cascades Parkway to illuminate the trail. It was discussed that depending on whether or not the trail would be in VDOT right of way would dictate this to some extent as well as needing to discuss the implications of lighting a trail all night. Another question dealt with the idea of connecting option B2 with Option G somewhere behind the Recreation Center. We discussed the idea of utilizing the existing parking lot to identify a walking path through striping but in the end decided that we should wait to determine the final layout of option G, if pursued, to see about ancillary connections.

In conclusion, Options A, B1, and G were the options that people felt would most meet the needs of providing access to the park with the priority being Option G then Option A followed by Option B1. Option E (which for discussion includes option F) was also seen as a needed addition to the Bicycle/Pedestrian infrastructure however, it was part of a much larger

overall transportation need than an access to Claude Moore Park issue. That said, all in attendance agreed that finding a way to cross Rt. 7 is something that needs to be accomplished and if done, more citizens would walk and bike not only to the stores, schools and warehouses, but also to Claude Moore Park.

Based on these discussions, the committee would like to first, pursue the design and installation of a trail along Loudoun Park Lane from Cascades Parkway all the way through the park to the Juniper Avenue gate (Options A and G). This would provide a paved, Multi Use trail for pedestrians bicyclists from the east side of the park to the west. Along with this option is the design and installation of a small portion of sidewalk along the access road to Park View High School that would tie into the existing sidewalk system along Laurel Avenue. Secondly, the committee would like to pursue the option of installing a midsection crosswalk at the intersection of Church Road and N. Aspen Avenue (Option B1). The second part of this option would be to install a short stretch of paved trail that ties into the trail along Church Road in front of Sterling Elementary School. Also, the committee would recommend that the trail from Church Road to the rear of the Claude Moore Recreation Center be improved with drainage and stone dust or another pervious material, and be identified as a corridor for bicyclists (Option B2).

If agreed, the next step will be to identify funding for the design and the engineering analysis to determine the actual costs. At that time, we would be pursuing funding options such as grants and/or requests to the Board of Supervisors as a part of the budget process.

Date of Meeting: November 18, 2008

#9b

**LOUDOUN COUNTY BOARD OF SUPERVISORS
ACTION ITEM**

SUBJECT: Transportation and Land Use Committee Report: Alternative Funding and Criteria for Sidewalk Construction

ELECTION DISTRICT: Countywide

CRITICAL ACTION DATE: At the Pleasure of the Board of Supervisors

Committee: At its October 27 meeting, the Transportation and Land Use Committee voted 4-0 to recommend that the Board of Supervisors adopt the criteria for sidewalk and trail construction as contained in the staff report.

Staff: Staff concurs with the Committee's recommendation.

BACKGROUND:

On June 17, 2008, the Board of Supervisors directed staff to identify alternative funding sources for the construction of sidewalks and trails in situations where there are no private sector development - related commitments for the construction of such facilities. This board initiative was sponsored by Supervisor Buckley and the direction came forward as part of discussions regarding the absence of sidewalk segments in the Cascades area. In addition, Supervisor McGimsey has expressed the need for criteria for evaluating pedestrian projects and provided draft criteria for the Board's consideration. At the September 22, 2008 Transportation & Land Use Committee meeting staff outlined proposed criteria and a structure for determining the priority for funding sidewalk requests. As part of that meeting staff also presented background information on alternative funding sources other than gas tax funds, recognizing that these funds have been the primary source for sidewalk projects in the past. The September 22, 2008 staff item is attached for additional background.

The September 22, 2008 staff item contained reference to funding recommendations within the Bicycle and Pedestrian Mobility Master Plan (BPMMP) which was adopted in 2003, and which in addition to other sources, included reference to the possible use of Transient Occupancy Tax (TOT) revenues. The Committee inquired if that recommendation included any further specifics regarding the use of the restricted or unrestricted portion of TOT revenues. Staff researched the development of the recommendations that occurred during the 2002 and 2003 timeframe and reported findings at the October 27 Transportation and Land Use Committee meeting that there is no clear distinction between recommended use of unrestricted and restricted portions of the 5% TOT. The Committee

voted 4-0 to forward this item to the Board of Supervisors with a recommendation that the Board adopt the criteria for sidewalk and trail construction as contained in the staff report.

CRITERIA

Staff has developed criteria that can be considered as part of the review and approval of requests for sidewalk construction. Revisions to the criteria, based on Committee input raised at the September 22, 2008 meeting were discussed and recommended for approval at the October 27 Committee meeting.

I. Priority One

Concerns relative to public safety related improvements would be given the highest priority evaluation when considering a sidewalk improvement. Bicycle, pedestrian, and motor vehicle accident locations would be considered. The chart below provides an example of an evaluation tool that might be used in determining priority one projects:

	Evaluation
1. Have accidents related to pedestrian travel occurred in the immediate vicinity and would they have been minimized or avoided by construction of this particular sidewalk or trail segment?	
2. Is there currently a hazardous situation that could be avoided if this particular sidewalk or trail segment were constructed ?	
3. Identify the specific public safety benefits associated with this sidewalk or trail.	
4. Availability of Funding	

II. Priority Two

Priority Two projects would include projects that do not necessarily require urgent attention due to public safety issues but are critical to ensuring connectivity to important activity centers within the County. It is anticipated that the following criteria be considered when evaluating Priority Two projects:

	Evaluation
1. Will the potential sidewalk or trail segment provide a connection to and between any of the following activity centers ?	
• Transit destinations/pick-up and drop-off points	
• Schools	
• Parks/ Active & Passive	
• Libraries	
• Pools	
• Senior Centers/Senior Housing Areas	
• Community Centers/Teen Centers	
	Evaluation (continued)

<ul style="list-style-type: none"> • Shopping Centers/Entertainment Venues 	
<ul style="list-style-type: none"> • General Government Buildings 	
<ul style="list-style-type: none"> • Job Centers and Business Areas 	
<ul style="list-style-type: none"> • Other community assets 	
2. Is the potential sidewalk or trail segment proximate to the following ?	
<ul style="list-style-type: none"> • Transit destinations/pick-up and drop-off points 	
<ul style="list-style-type: none"> • Population centers 	
<ul style="list-style-type: none"> • Job centers and Business Areas 	
<ul style="list-style-type: none"> • Other community assets 	
3. Does the potential sidewalk or trail segment provide a needed connection between residential areas and any of the above activity centers ?	
4. Include an evaluation of BPMMP recommendations (note: potential projects that were not specifically identified in the plan would not be excluded from consideration)	
5. Does this project provide for any regional connectivity in terms of location or connection to other modes of transportation that provide regional connections ?	
6. Availability of Funding	

Based on committee input requests for sidewalk construction where sidewalks already exist on one side of the street would not necessarily be precluded from further consideration. The committee also noted that an indication of community or homeowners association support for the proposed project should also be taken into consideration.

It is important to note that in determining the ease/difficulty of constructing either Priority One or Priority Two projects the following physical factors would be considered:

- Site Factors
 - Roadway widths
 - Sensitive areas & constraints, such as wetlands, floodplains, historic buildings, forest, slopes, etc.
 - Development constraints, such as buildings, drainage ways, etc.
 - The presence or absence of adequate crossing facilities
 - Crosswalks
 - Crossing signals
 - The presence of desire-line trails (sometimes referred to as “goat trails”), worn in the soil

Cost consideration would also need to be evaluated on a project basis due to factors such as land or easement availability, engineering issues and the length of segment needed, etc.

FISCAL IMPACT:

It is important that clear criteria be developed in order to evaluate requests for sidewalk construction and to ensure that limited resources are expended for the most effective sidewalk and trail segments which are those that provide the greatest utility in terms of safety, connectivity, and general

improvement to pedestrian circulation. Given fiscal constraints, Board direction is needed to establish the intended magnitude and frequency of future sidewalk and trail construction projects.

DRAFT MOTIONS:

1. I move that the Board of Supervisors adopt the criteria for sidewalk and trail construction, as contained in the staff report.
Or,
2. I move an alternate motion.

STAFF CONTACTS:

Charles Yudd, County Administration
Terrie Laycock, Office of Transportation Services

ATTACHMENT

1. September 22, 2008 Transportation and Land Use Committee item # 7B: Alternative Funding and Sidewalk Construction
<ftp://inter4.loudoun.gov/bos/Board%20Standing%20Committees/Transportation-Land%20Use/2008/09-22-08/>