

**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 12<sup>th</sup> and 13<sup>th</sup>, 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