



Date of Council Meeting: October 13, 2015

**TOWN OF LEESBURG
TOWN COUNCIL MEETING**

Subject: Bike Loudoun Initiatives

Staff Contact: Keith Markel, Deputy Town Manager
Renee LaFollette, Director of Public Works and Capital Projects
Rich Williams, Director of Parks and Recreation

Council Action Requested: Approve a Town Resolution outlining enhancements in the amount of \$10,700 to the Town's bicycle network as recommended by Bike Loudoun.

Staff Recommendation: Staff recommends approval.

Commission Recommendation: The Planning Commission unanimously approved a motion to initiate an amendment to the Town Plan to include bicycle related elements along with the recommendation for the Town to investigate implementation of the recommended plan from Bike Loudoun. The Parks and Recreation Advisory Commission unanimously endorsed the bikeway loop plan and related signage at their meeting on September 21, 2015.

Fiscal Impact: The cost for directional and safety signage and thermoplastic crosswalk is approximately \$10,700. These funds will be allocated from unspent Fiscal Year 2016 Northern Virginia Transportation Authority's 30 Percent Local funding allocated for the installation of the Plaza Street Bike Lanes. The cost savings that were achieved on the Plaza Street project is sufficient to fully fund the proposed first phase of the Bike Loudoun proposal. No additional appropriation is required.

Work Plan Impact: This project can be absorbed into the Department of Public Works and Capital Projects and Parks and Recreation work plan during the remainder of the current fiscal year.

Executive Summary: Representatives from Bike Loudoun have approached the Town with recommendations to phase in various enhancements to the Town's existing bicycle and trail network in order to increase bicycle ridership and network functionality. Some of the recommended enhancements include additional signage, and development of a named and color coded bike route network throughout the Town that would provide interconnection between existing bikeways, neighborhoods, and points of interest.

Background: Over the past several months, Bike Loudoun has met with Town staff, elected officials, and has made presentations to the Planning Commission, Parks and Recreation Advisory Commission, and Town Council to build support for an enhanced bicycle network in Leesburg. Bike Loudoun is a countywide network of bicycling advocates whose mission is to assure that the principles in the Loudoun County Bicycle and Pedestrian Mobility Master

Bike Initiatives
October 13, 2015

Plan are implemented to attain a safe, comprehensive network of bikeways throughout the County.

Bike Loudoun's current plan is composed of four phases. The first phase would include signage identifying the "Leesburg Loop" which is an existing network of multi-use trails and on-street bike lanes that provides a 6.3 mile loop connecting the north-western quadrant of the Town including Ida Lee Park and Fairview Street to Plaza Street on the east, and the WO&D Trail to the south.

In addition, Bike Loudoun's Phase One Plan includes the creation and installation of safety and directional signage for motorists and cyclists. Some signage is already in place as a result of the recent bike lanes being installed along the Plaza Street corridor. Town staff has estimated the cost of additional signage and marking needed to complete the "Leesburg Loop" as outlined below. Similar examples of the recommended signage can be found on pages 20 and 22 of the Bike Loudoun presentation that was presented on September 21 and included in this packet:

ITEMS:	COSTS:
Motorist warning traffic signs that identify bicycle use of roads and trails. (4 @ \$750) <i>(manufactured and installed by private firm)</i>	\$3,000
Change-out of existing motorist warning signs near the crosswalk at Old Waterford Rd. and Fairview St. to now include bicycle identification (6 @ \$300) <i>(manufactured and installed by private firm)</i>	\$1,800
Cyclist-oriented directional and wayfinding signs that identify the trail by name and color along with directional information to points of interest. <i>(designed by the Town, in partnership with Bike Loudoun and then manufactured and installed by private firm)</i>	\$1,900
<i>Total signage cost:</i>	<i>\$6,700</i>
New crosswalk at Old Waterford Rd. and Fairview St. (thermoplastic)	\$4,000
TOTAL ESTIMATED COSTS FOR PHASE ONE	\$10,700

Town staff would contract the manufacturing of the signage, and then install the signs along the recommended loop route. Town staff would also contract the installation of the crosswalk markings at the intersection of Fairview Street and Old Waterford Road. If approved by Council, Town staff could complete this first phase of the Bike Loudoun initiatives no later than June 2016 with a target of spring 2016.

The other three phases recommended by Bike Loudoun are as follows:

Phase	Start Date	End Date	Description	Dependency
2	Spring 2016	Summer 2016	Signage for 3 Segments: a)W&OD To Ball's Bluff; b)Tuscarora Creek Park to Bolen Park & Ride c)Sycolin south from W&OD	Completion of Russell Branch Parkway extension to Battlefield
3	2016	End 2017	Signage for segment along S. King St from W&OD south to new Battlefield intersection	Completion of Battlefield Pkwy from Dulles Greenway to S. King St.
4	2015	TBD	Construction and signage to complete larger Leesburg Loop connecting Catocin Trail & Battlefield Trail	Completion of multi- use paths across Route 15 North at Battlefield Pkwy

Attachments:

1. Draft Resolution
2. Handouts from Bike Loudoun's Presentation to Town Council on September 8, 2015

New Bikeways for Leesburg and Loudoun County



A plan for implementation of key initial
routes to provide impetus for future bike and
trail networks

Background and Context



- ❧ All parts of this proposed short term bikeways plan are based on previously created and agreed plans:
 - ❧ Town of Leesburg, Virginia Town Plan; Adoption Date: June 26, 2012; Revised Through January 28, 2014
 - ❧ Revised Countywide Transportation Plan Amended through June 11, 2014, esp. Chapter 4: “Bicycle and Pedestrian Facilities”
 - ❧ Loudoun County Bicycle and Pedestrian Mobility Master Plan of 2003
 - ❧ Current plans for the Potomac Heritage Trail as managed by the Potomac Heritage Trail Association
- ❧ This plan also aims to involve and support all possible stakeholders including but not limited to:
 - ❧ Loudoun County Govt agencies and departments, Town of Leesburg agencies and departments, Northern VA Regional Parks Authority, US National Parks, VDOT

Proposed Bikeways consistent with Leesburg Town Plan

- ❧ Key objective from Town Plan:
 - ❧ “Provide a safe, convenient, *continuous*, comfortable and aesthetically pleasing transportation environment that promotes bicycling and walking as legitimate alternatives to the single occupant automobile...”
- ❧ Some of the other agreed goals in the plan that relates to Bikeway Proposal:
 - ❧ “Commit to providing a local bicycle environment that serves both recreational and functional trip purposes, including on-street improvements for direct connections between complimentary land uses and multi-use path system for recreational purposes consistent with the Leesburg Twenty Year Parks, Recreation, Open Space, Trails and Greenways Master Plan”
 - ❧ “Emphasize within the CIP bicycle and pedestrian improvements that connect public parks, schools, the W&OD Rail-Trail, the C&O Canal path, and the town’s residential areas.”
 - ❧ “Re-submit a grant application for federal transportation enhancement funds to provide a multi-use path connection between the W&OD Rail-Trail and the C&O Canal Trail via White’s Ferry.”

Excerpted from TOWN OF LEESBURG, VIRGINIA TOWN PLAN; Adoption Date: June 26, 2012
Revised Through January 28, 2014

Targeted User Segments



1. Primary targeted users are bike tourists already or potentially using W&OD Trail
 - ❧ Encourages visits to Leesburg/Loudoun County restaurants, hotels, vineyards, shopping and tourist sites
 - ❧ Establishes Leesburg as a leader in creating a more livable and clean city
 - ❧ Contributes to improved economics by bringing in out-of-town cyclists and tourists
2. Work commuters also benefit from a network of bikeways that interconnect with the W&OD to increase residential access and office connections.
3. School commuters especially Tuscarora, Loudoun County, and Heritage High Schools, and the following Middle Schools: JL Simpson, Smarts Mill, and Harper Park.

Why a bikeway? Why current multi-use paths are necessary but insufficient



- ❧ Current problems with multi use paths:
 - ❧ Many are incomplete and dead-end.
 - ❧ Signage is non existent; many riders don't know if it is preferred to ride on the multiuse path or the street
 - ❧ Only riders, walkers, runners who are very local know where trails start, end or what key places the trail visits
 - ❧ Lack of signage at bike/street crossings for cars/drivers
- ❧ Bikeway motivation is Safety, safety, safety. Bikers and pedestrians need to feel safe when using the paths
- ❧ Bikeways and Multi-Use Paths can co-exist and benefit each other
- ❧ Community supports bikeways when marked
 - ❧ Purcellville's W&OD crossings are an example of a traffic calming device.
- ❧ Destination Signage for bikers alerting them to Leesburg's sites, restaurants etc, would help draw in traffic, easier to understand if labeled as Bikeway
 - ❧ Similar to Interstate Highway signs at exits for fuel, hotels restaurants
 - ❧ Signage for routes to Ball's Bluff, Potomac Overlook, White's Ferry, Downtown Leesburg, desperately needed
- ❧ Painted lanes on the multiuse paths? Can a marked lane help avoid pedestrian - bicycle collisions? Is there sufficient pedestrian traffic to justify such?

Bikeways Project is mostly Signage



1. For Bicyclists and Pedestrians:

- Great existing infrastructure of Multi-Use Paths, but riders don't know gaps or key intersections
- Signs reinforce bikeway network by providing visual cues, and direct cyclists to significant destinations
- Signs should adhere to 3 D's, Destination, Direction, and Distance in miles and minutes



2. For Vehicle Drivers:

- Signs should be at all major bike / road intersections.
- Drivers need to know when and where to expect cyclists



New sign on South King St & Clubhouse Dr. Leesburg

Bikeways Project has momentum



- ❧ Great new Bike lanes on Plaza Street is a great start!
- ❧ Town Staff have reviewed the plan and support the project
- ❧ Project was presented to Town Planning Commission on July 2, 2015 and motion to amend town plan and investigate implementation passed unanimously
- ❧ Various meetings with Town Council members have been positive
- ❧ Bike community is very supportive
- ❧ Presentation to the Parks and Recreation Commission on September 21st



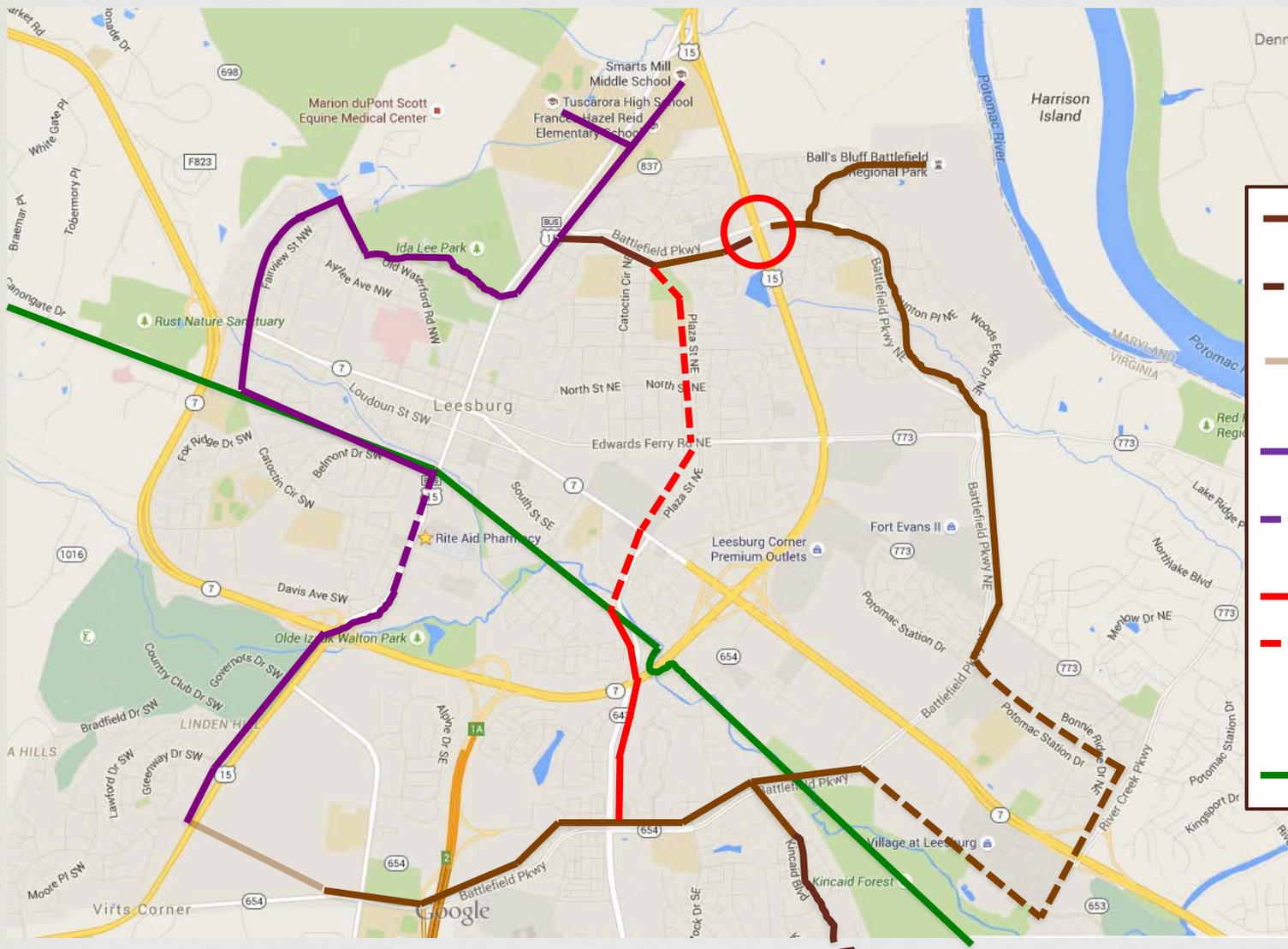
Benefits of Leesburg Bikeways



- ❧ Bikeways and their signage will increase number of out of town visitors to attractions, businesses, restaurants etc. by improving ease of use
- ❧ Bikeways are routed along many schools, especially Middle and High Schools, which make it safer and supports new “Walk Zones” mandated by LCPS
- ❧ Many elementary schools are also used for after-school sports, where bikeways would improve safety coming and going from such activities
- ❧ Establishing a Leesburg Bikeway clearly shows the public that Leesburg is supportive of clean and healthy transportation options. This helps build Leesburg “Brand Value”
- ❧ Leesburg can be seen as a leader in bikeway development, that will lead to future networks of bike and hiking trails throughout Loudoun, Northern VA and even connecting Maryland and Virginia

Bikeways Proposal

 Gap in Multiuse Path, Construction Required



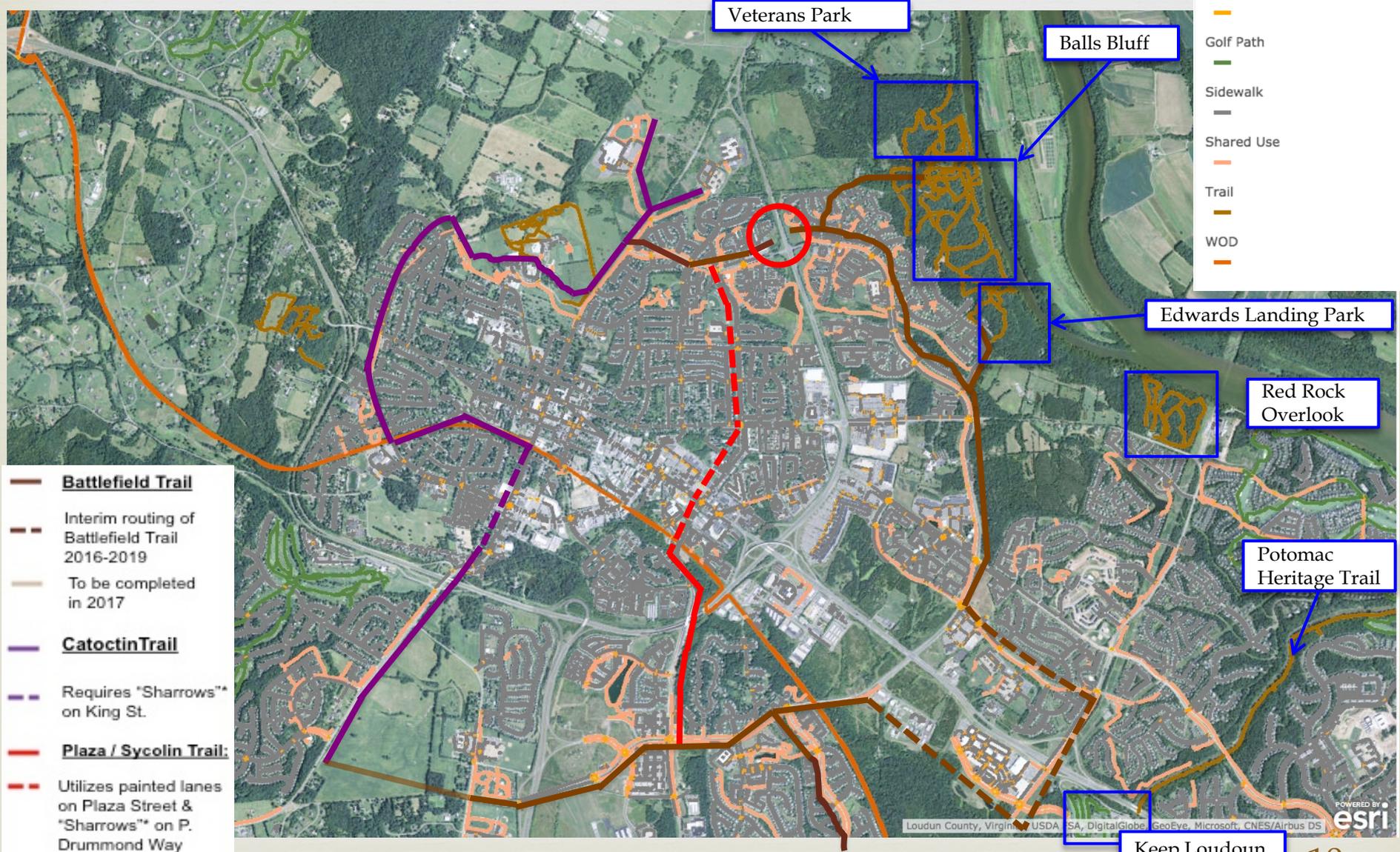
-  **Battlefield Trail**
-  Interim routing of Battlefield Trail 2016-2019
-  To be completed in 2017
-  **Catoctin Trail**
-  Requires "Sharrows"* on King St.
-  **Plaza / Sycolin Trail:**
-  Utilizes painted lanes on Plaza Street & "Sharrows"* on P. Drummond Way
-  **W&OD Trail:**

* See back up slides for definition of Sharrow

Unless otherwise indicated Bikeways utilize existing multi-use paths

 Possible Extension along Kincaid and Crosrail Blvs to Bolen Park & Ride

Overlay Map with existing multi-use paths and hiking trails



- Countywide Sidewalks Trails**
- Crosswalk
 - Golf Path
 - Sidewalk
 - Shared Use
 - Trail
 - WOD

- Battlefield Trail**
- Interim routing of Battlefield Trail 2016-2019
- To be completed in 2017
- Catoctin Trail**
- Requires "Sharrows" on King St.
- Plaza / Sycolin Trail:**
- Utilizes painted lanes on Plaza Street & "Sharrows" on P. Drummond Way

Veterans Park

Balls Bluff

Edwards Landing Park

Red Rock Overlook

Potomac Heritage Trail

Keep Loudoun Beautiful Park

Possible Extension to Bolen Park & Ride

Thoughts on Naming



- ❧ Town of Leesburg has the options of naming each bikeway a separate name, (e.g. Battlefield, Catoctin , Plaza, etc.)
 - ❧ Individual names are helpful for bike tourists who are not familiar with layout of Leesburg, and easier to explain routes
 - ❧ Simple geo names are easy
- ❧ Or overall name such as “Leesburg Loop” for all trail segments that would grow over time and sections could be added or rerouted based on future needs
- ❧ Or both, a marketing logo for the “Leesburg Loop” and individual names for key segments to help bikers with way finding

Suggested Phasing Plan for Implementation of Bikeways



Phase	Start Date	End Date	Description	Dependency
1	Now	Fall 2015	Announce overall concept of "Leesburg Loop" and signage to complete a initial W&OD/Catoctin/Plaza Loop	None
2	Spring 2016	Summer 2016	Signage for 3 Segments: a)W&OD To Ball's Bluff; b)Tuscarora Creek Park to Bolen Park & Ride c)Sycolin south from W&OD	Completion of Russell Branch Parkway extension to Battlefield
3	2016	End 2017	Signage for segment along S. King St from W&OD south to new Battlefield intersection	Completion of Battlefield Pkwy from Dulles Greenway to S. King St.
4	2015	TBD	Construction and signage to complete larger Leesburg Loop connecting Catoctin Trail & Battlefield Trail	Completion of multi-use paths across Route 15 North at Battlefield Pkwy

Sample Mileage and Times for various routes

Starting Point	End Point	Distance in Miles	Distance in Minutes at ~10 miles/hr	When Usable?
Circle Route using Catoctin Trail (starting at S. King St & W&OD) to Battlefield to Plaza St to W&OD back to S.King St & W&OD		6.3	34	Phase 1
Plaza St. and Battlefield	W&OD Trail at Sycolin	1.6	8	Phase 1
W&OD Trail at Tuscarora Creek Park	Ball's Bluff Park	6.1	37	Phase 2
Complete Plaza and Sycolin Trail North Point to South Point		2.6	14	Phase 2
Complete Catoctin Trail south point to north Point		5.2	28	Phase 3
Complete Battlefield Trail from N. King St. to S. King St. without stopping at Ball's Bluff		9.5	57	Phase 4
Complete Leesburg Loop combining Catoctin Trail and Battlefield Trail (Without Plaza trail)		14.7	85	Phase 4



Possible 30 min and 90 min Loop Rides

Example of Arlington Bike Loop Marketing

Going Places on the Arlington Loop

In Arlington there are 50 miles of off-street trails that make getting to where you need to go by bike incredibly easy. There are 4 trails in particular that create a sort of loop around the center of Arlington: the **Mount Vernon, Custis, W&OD and Four Mile Run** trails. This "Arlington Loop" connects you to almost every amenity in Arlington you can think of. The entire loop is 17 miles long, but you don't have to ride it all at once – most trips on the Loop are much shorter.

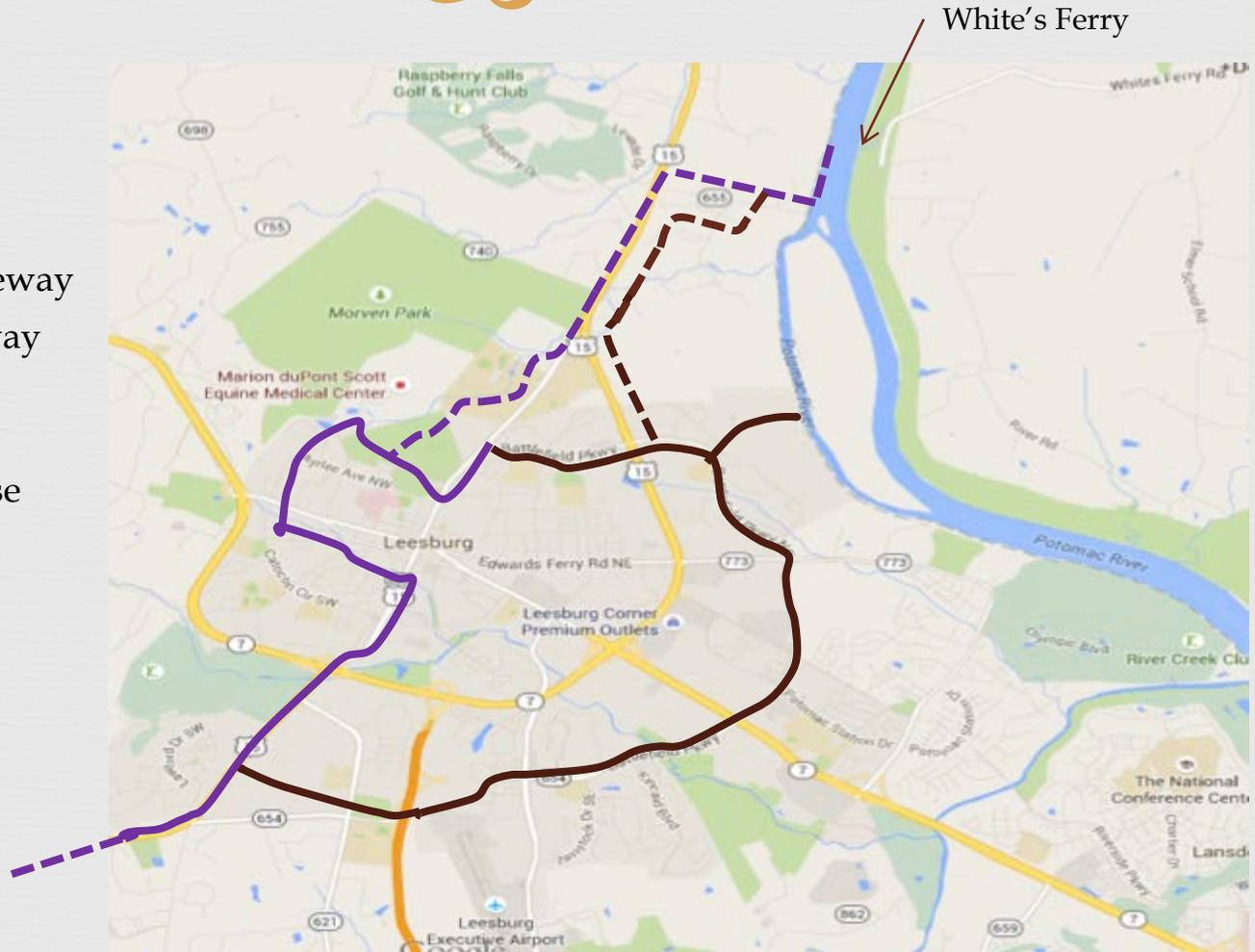


Potential Catoctin Trail Bikeway Extensions White's Ferry to Oatlands



- Battlefield Bikeway
- Catoctin Bikeway
- - - Construction needed on these route sections

To Oatlands



4 Requests to the Town Council



1. Endorse Bikeways Project, by directing town staff to amend Town Plan with this concept and provide funding for signage (already recommended by Town Planning Commission)
2. Move up funding for extension of Multi-use Paths on Battlefield Parkway at intersection of Route 15 north from current 2021 Date to this coming year's Capital Improvement Plan
3. Endorse proposed naming of this Bikeway Network as "Leesburg Loop" and names of individual Bikeways as "Battlefield Bikeway", "Catoctin Bikeway", and "Plaza Bikeway". Direct Marketing and Parks Departments to design logo and marketing plan
4. Endorse Phasing plan as outlined:
 1. Initial Catoctin / Plaza Trail signed now
 2. Signage for W&OD To Ball's Bluff and route to Bolen Park & Ride once Russell Branch completed
 3. Signage along S. King St, once Battlefield extension completed
 4. Signage for entire Leesburg Loop once construction of new Multi-use Paths completed at Route 15 North / Battlefield intersection

“Make no little plans, they have no magic to stir men’s blood and probably themselves will not be realized.

Make big plans, aim high in hope and work, remembering that a noble, logical diagram once recorded will not die, but long after we are gone be a living thing asserting itself with ever-growing insistence.”



Daniel Burnham, Architect who designed Union Station in DC, the Flat Iron Building in NYC, the World's Columbian Exposition in Chicago and master plans for Washington DC, Chicago and Manila

Back Up Slides



Battlefield Bikeway

Ball's Bluff to W&OD to South King St.



- ❧ This is the lynchpin project to start the Loudoun County network (lowest hanging fruit)
 - ❧ Primes the pump to encourage Loudoun County Govt and NVRPA to add other routes and extensions to this
 - ❧ Links with future PHTA Trail from Ball's Bluff to White's Ferry
- ❧ Could be funded/linked to new Battlefield & Highway 7 interchange project or Battlefield extension to South King St.
- ❧ Requires signage and bike crossings
- ❧ Target segment is primarily bike tourists
- ❧ Additional targets are students at Simpson Middle School and Heritage High School, as well as commuters from outlying areas into and out of Leesburg using this as connector to W&OD

Bikeway Signage for Cars and Trucks



New sign on South King St & Clubhouse Dr. Leesburg



Shared Lane Pavement Marking a.k.a Sharrows



Sharrows in Alexandria VA

Shared lane pavement markings (or “sharrows”) are bicycle symbols to encourage bicycling in the correct direction, discourages bicycling on sidewalks, and studies show decreased motor vehicle/bicycle conflicts by informing motorists where to expect cyclists, especially on urban and suburban roadways with narrow curb lanes.

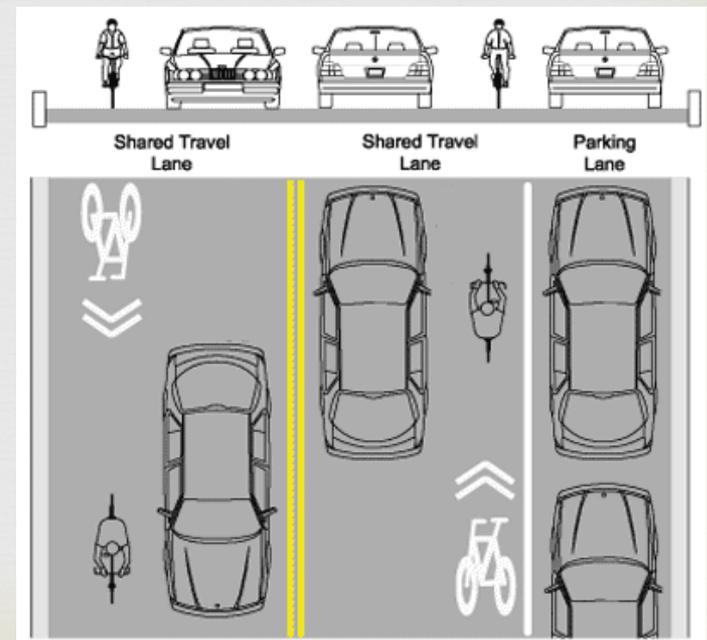
What do sharrows mean for motorists and bicyclists?

Motorists:

- Expect to see bicyclists on the street
- Remember to give bicyclists three feet of space when passing
- Follow the rules of the road as if there were no sharrows

Bicyclists

- Use the sharrow to guide where you ride within the lane
- Remember not to ride too close to parked cars
- Follow the rules of the road as if there were no sharrows



More Examples of Signage



Signage & Bikeway References



- ❧ Minneapolis has been ranked at the Gold Level by the League of American Bicyclists, and ranked #3 in the USA by Bicycling Magazine. See their “Minneapolis Bicycle Facility Design Guidelines”:
 - ❧ http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/webcontent/convert_280659.pdf
- ❧ Arlington VA is a leader in creating bike loops using existing trails such as W&OD and Mt. Vernon Trail. See their Master Plan at:
 - ❧ <http://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2014/02/DES-MTP-Bicycle-Element.pdf>
- ❧ Bikeway Facility Design: Survey of Best Practices from City of Portland OR
 - ❧ <https://www.portlandoregon.gov/transportation/article/334689>
- ❧ City of Gresham OR: Gresham Bicycle Guide & Wayfinding Signs
 - ❧ <https://greshamoregon.gov/city/city-departments/environmental-services/transportation-streets/template.aspx?id=21170>

PRESENTED October 13, 2015

RESOLUTION NO. _____

ADOPTED _____

A RESOLUTION: BIKE LOUDOUN INITIATIVES: PHASE ONE - IDENTIFYING THE
“LEESBURG LOOP”

WHEREAS, the Town of Leesburg recognizes the benefits of a vibrant bicycle network; and

WHEREAS, a well-designed bicycle network enhances our community’s health, promotes tourism, reduces traffic, and improves our environment; and,

WHEREAS, Bike Loudoun is a local bicycle advocacy group, committed to educating elected officials and the general public on the benefits of bicycle infrastructure in Loudoun County; and,

WHEREAS, Bike Loudoun has met on several occasions with Town staff to discuss opportunities to enhance the Town’s bicycle and trail facilities and has presented a multi-phased plan to the Town Council for the development and promotion of a complete bicycle network; and,

WHEREAS, Bike Loudoun’s plan has been supported by the Leesburg Planning Commission and endorsed by the Leesburg Parks and Recreation Advisory Commission; and,

WHEREAS, Bike Loudoun’s proposed Phase One project is to install safety signage for motorists and bicyclists, install a new crosswalk for pedestrians and bicyclists at the intersection of Fairview Street and Old Waterford Road, and to create and install bicyclist wayfinding signage to direct riders to points of interest and additional bicycle routes; and,

WHEREAS, the recently installed bicycle lanes along Plaza Street that were funded using the Northern Virginia Transportation Authority’s (NVRTA) 30 percent local funds came in under budget, allowing for funds to be available to complete the first phase of the proposed plan from Bike Loudoun.

THEREFORE, BE IT RESOLVED, by the Council of the Town of Leesburg in Virginia that the Town Council directs staff to move forward with the Phase One signage plan that includes

A RESOLUTION:

automobile and bicycle trail directional and safety signage and crosswalk markings to identify the “Leesburg Loop”, in an amount not to exceed \$10,700, to be funded with the Town’s existing Fiscal Year 2016 appropriation of NVTAs 30 percent local funds.

PASSED this _____ day of _____, 2015.

Kristen C. Umstattd, Mayor
Town of Leesburg

ATTEST:

Clerk of Council