

National Capital Region Transportation Planning Board

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MEETING NOTES

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

DATE: Tuesday, January 17, 2023

TIME: 1:00 p.m.

PLACE: VIRTUAL

CHAIR: Stephanie Piperno, DDOT

Attendance:

Stephen Aldrich	Montgomery Planning
Marty Baker	MDOT
Bryan Barnett-Woods	City of Rockville
Bryce Barrett	Prince William County DOT Bike/Ped Coordinator
Andrew Bossi	MCDOT
George Branyan	DDOT
Zack Bishop	
Lisa Campbell	BikeLoudoun
George Clark	Tri-County Council for Southern Maryland
Mike DePue	NOVA Parks
Cindy Engelhart	Private Citizen
Mike Doyle	Alexandria Families for Safer Streets
Nate Evans	MDOT
Seth Garland	WMATA
Laura Ghosh	Loudoun County
David Goodman	WMATA (consultant)
Charlie Grymes	Prince William County Trails Coalition
Laurel Hammig	National Park Service
Michael Jackson	Prince George's County Planning
Dwight Jenkins	VA DMV, Ped/Bike Coordinator
Tiffany Jennings	Prince George's County DPW&T
Kalli Krumpus	Capital Trails Coalition
Dustin Kuzan	Loudoun County
Alex Freedman	City of Takoma Park

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Andrea Lasker	Prince George's County
Brian Leckie	City of Manassas
Mackenzie Love	NVTA
Sean Martin	City of Alexandria
Christine Mayeur	DDOT
Timothy Miner	Prince William County Trails Coalition
Heidi Mitter	VDOT
Doug Mowbray	MHSO, Data Manager
Kevin O'Brien	Washington Area Bicyclist Association
David Patton	Arlington County DES
Chloe Ritter	City of Fairfax
Matthew Rosenbloom-Jones	City of Bowie
Jon Ryder	Montgomery Planning
Gilberto Solano	DDOT
Cynthia Spriggs Manager	MDOT/MVA/MHSO, Pedestrian/Bicycle/Speed Program
Debbie Spiliotopoulos	Northern Virginia Regional Commission
Gail Tait-Nouri	WMATA
Francine Waters	MDOT
Jennifer Wampler	Virginia Dept. of Conservation and Recreation
Nicole Wynands	Fairfax County

COG Staff Attendance:

Michael Farrell
Charlene Howard
Yu Gao
Paul Gaunard
Martha Kile
Andrew Meese
Janie Nham
Katherine Rainone
John Swanson

1. General Introductions.

The outgoing Chair, Tiffany Jennings started the meeting.

2. Approval of a new Chair for 2023

Mr. Farrell explained the role of the Chair, and the reasons for rotating it annually. It is DC's turn to Chair the Subcommittee in 2023. Ms. Piperno has a long history with bicycle

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planning as the staffer for the Capital Trails Coalition.

The Subcommittee appointed Stephanie Piperno as Chair for 2023. The subcommittee members thanked the outgoing Chair, Tiffany Jennings, for her service as Chair in 2022.

3. Review of the November meeting notes

The meeting notes were approved. Comments and corrections should be dropped into the chat.

4. Jurisdictional Updates

Ms. Mitter is back working for VDOT-NOVA full time. A commonwealth transportation board meeting is happening this morning in Richmond for Smart Scale funding. There are several bicycle and pedestrian projects proposed.

Prince William County Comprehensive Plan was approved in December, including the new mobility chapter, which includes bike and ped.

Mr. Jenkins of Virginia Highway Safety Office announced that the safety numbers in Virginia were not moving in a positive direction between 2021 and 2022. Education and messaging to change behavior is on the agenda for many jurisdictions. The first 17 days of January have not proven positive either.

NVTA adopted TransAction in December, which is a long range transportation plan for Northern Virginia. It included goals around accessibility and mobility, including access to jobs by pedestrians and bicyclists. A link has been dropped into the chat.

Mike Doyle with Northern Virginia families for safe streets introduced himself and thanked the TPB for the grant he received for their near miss analysis and dashboard. Mr. Doyle dropped a link to the dashboard into the chat. The dashboard data on near misses is crowdsourced.

The City of Rockville is moving forward on its Vision Zero program and pedestrian master plan development, including complete streets redesigns on Fleet and Monroe streets near city hall, new bikeways, and a TAP grant with MDOT.

The City of Takoma Park is also working on a couple of grant funded projects for its section of the Metropolitan Branch Trail and the New Avenue bikeway, as well as improvements on Maple Avenue. The city has a new mayor city council.

MDOT is kicking off an update to the state bicycle and pedestrian master plan. The highway safety office grants application period is open. On April 12 the Maryland Highway Safety

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Summit will be held.

Prince George's continues its bike and pedestrian safety awareness efforts, a guide for the development of traffic gardens, and pedestrian safety audits. January 26 will be the first meeting of the safety advisory group.

The National Park Service comment period for the Mount Vernon trail closes tomorrow. Link in the chat.

Mr. Branyan expressed his confidence in Stephanie Piperno and her work on trails. DDOT's 9th Street protected bike lane is almost finished. This project was seven years in the making. Another notable project is the C Street/North Carolina protected bike lane, which is slightly raised, Dutch style. It's part of a larger road diet project. The Anacostia River Trail will be rebuilt.

Mr. Farrell asked anyone who had not already put their name into the chat to do so.

5. Bicycle and Pedestrian Planning Goals for 2023

Mr. Farrell reviewed the goals and progress to date from the FY 2023 Unified Planning Work Program (UPWP) and discussed possible goals for the draft FY 2024 UPWP, which starts July 1, 2023.

Whatever we do here as staff needs to be at least plausibly included in the Bicycle and Pedestrian section of the the FY 2023 UPWP. With a new Chair coming on board, now is a good time to go over what's in it.

Major products in the current UPWP include an update of the National Capital Trail Network Map, and a minimum of two professional development workshops. One has been done on Best Practices in Pedestrian Enforcement has been done, and there is a regional Micromobility Workshop in the works. The next workshop after that will have the theme of "ADA in Emerging Design".

Updating the NCTN map should be accomplished, if possible, in tandem with the update of the Capital Trails Network. For this we anticipate updating the status of the projects in the NCTN map, to reflect trails that have been completed since the NCTN was adopted. Major additions to the network are not currently anticipated; this is more about showing progress towards completion of the network. Progress will be presented to the TPB Technical Committee.

A major update should happen after the completion of the ActiveFairfax Plan, which will be completed next year, in FY 2024. Also in FY 2024, staff propose to do an update of the

project database for the regional Bicycle and Pedestrian Plan, in tandem with an update of the regional Long Range Transportation Plan, *Visualize 2050*.

Ms. Mitter supported the update to the National Capital Trail Network map. Ms. Krumpos of the Capital Trails Coalition promised to reach out separately.

6. Bike and Ped Volumes on Trails in Arlington, Before, During, and After Covid

Mr. Yu Gao of COG spoke to a powerpoint on his study of data from automated bike/ped counters.

Covid affected travel behavior, including trail use. Trail use went up during the pandemic by 73%. Survey respondents expected to walk and bike more about the pandemic.

Counter data showed that post 2020 recreation trail use returned to pre Covid levels.

Ms. Mitter thanked Mr. Gao for his findings. She asked how commuter and recreational trails were classified. A lot of trips are left out of those two categories, such as shopping, which are not recreational. Funding decision makers may resist using transportation dollars for recreational trails.

Mr. Farrell replied that Heidi's point was well taken. It's hard to predict with confidence the purpose of trips not ending or originating in major employment centers. Many non-commute bicycle trips are not recreational. A trail user survey could help identify trip purposes. At a regional level we have the household travel survey.

Ms. Love suggested comparing this data with Cabi bike share data.

Ms. Baker asked about the Anacostia Trail counter information. Mr. Gao said he had not used it. For this analysis we need a complete year of data.

Ms. Howard said that we have BikeArlington and another portal from Portland State. There are some discrepancies and incompleteness in the counter data.

Mr. Dunbar spends a lot of time on maintenance, fixing broken counters. One way to control for periods of breakdown is to average the data over long periods of time. Mr. Dunbar complimented the study.

Mr. Patton suggested that there is no need to get hung up on commuter and recreational. The study looked at the proportion of weekend versus weekday use to designate commuter

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versus recreational trails. Arlington saw tremendous increase in afternoon pedestrian use during the pandemic.

Averaging over long periods of time also controls for weather effects. Another thing that interferes with completeness of data is not just individual counters with breakdowns of whole fleets of counters. For example, when cell phone protocols change that can affect older counters.

Ms. Rainone said that state park visitor data showed similar pattern in 2019, 2020, and 2021.

7. TPB and the New Transportation Planning Resilience Planning Program

Ms. Rainone is new to COG/TPB. She formerly worked at the Hampden Roads Planning District Commission.

Ms. Rainone spoke to a powerpoint. She reviewed the TPB's recent resiliency planning activities and provided an overview of the new resilience planning activities expected to kick off in Spring of 2023.

The powerpoint includes a link to a series of webinars with more information on transportation resiliency in the Washington region, especially related to climate impacts and vulnerabilities. All these seminars are eligible for AICP credit.

An FHWA guidebook on bicycle and pedestrian trails as resilient infrastructure is due to be released soon. Trails can also be affected by flooding or extreme heat or cold, and should be included in transportation resilience plan. Ms. Rainone promised to share the guide when it becomes available. At the same time, bicycle and pedestrian trails can add resiliency to the transportation system.

Mr. Farrell asked about money available for resiliency. Bicyclists and pedestrians can be threatened by natural disasters, such as floods and heat waves. There are things that can be done to mitigate the impact on bicyclists, such as rain gardens and tree canopy to reduce outdoor temperatures on the roads. At the same time walking and bicycling can add a layer of resiliency. For example, if you have a community which is inherently walkable or bikable, people can still access services and necessities, even if the power goes out for a long period of time and gasoline is no longer available. In either case, walk and bike infrastructure should be eligible for resiliency funds.

Ms. Rainone replied that the details are still unclear, but that she would look for that when reviewing these programs.

Ms. Love asked about interactive resiliency maps. Will demographic data such as equity

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emphasis areas be incorporated into these maps? Ms. Rainone replied that she was looking into that.

Mr. Dunbar asked how active transportation could be incorporated into disaster response and recovery planning, particularly in the early hours when other modes of transportation may be shut down. Ms. Rainone offered to follow up with Mr. Dunbar.

Ms. Engelhart asked how evacuation routes and funding fall under resiliency planning? Ms. Rainone replied that they generally fall under emergency management planning. But it's a good question.

8. Other TPB Program Updates

Mr. Swanson talking about the Transportation Land Use connections program, and Ms. Nham about regional roadway safety program. The application period kicked on January 6, abstracts are due January 24.

TLC is a community planning program that is offered to our members. We don't do the work, consultants do it on our behalf. They're quick turnaround, 6-8 months. We've done about 170 projects at this point. Small area pedestrian and bicycle access, land use at the local area especially station areas, and trails planning are typical projects. Applicants can submit for either TLC, for Roadway Safety, or for both. Each of the programs convenes a separate selection panel. The projects will start next Fall.

Regional Roadway Safety is similar to TLC, funding small projects that focus on roadway safety. Roadway Safety audits, safety guidelines and standards, crash data analysis, intersection improvements, are eligible. Project budget for both programs is no more than \$80,000 regardless of whether they are planning or design projects.

Another program, Transportation Alternatives, is partially administered by TPB. The Maryland application period will open in mid-April.

Mr. Farrell announced the April-May Street Smart campaign.

Mr. Farrell summarized a few notable sessions from the TRB conference. In Europe the opportunity of empty streets was used to accelerate the implementation of existing bike ped plans. It's hard to compare pre and post Covid due to rapid changes in bike infrastructure and acceleration of e-bike sales, which confound the results.

Mr. Farrell will post the chat from today's meeting on the Subcommittee web site.

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Adjourned