

# National Capital Region Transportation Planning Board

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## MEETING NOTES

### BICYCLE AND PEDESTRIAN SUBCOMMITTEE

**DATE:** Tuesday, March 21, 2023

**TIME:** 1:00 p.m.

**PLACE:** VIRTUAL

**CHAIR:** Stephanie Piperno, DDOT

#### Attendance:

Bryce Barrett	Prince William County DOT Bike/Ped Coordinator
George Branyan	DDOT
George Clark	Tri-County Council for Southern Maryland
Henry Dunbar	BikeArlington
David Edmondson	City of Frederick
Mike Doyle	Alexandria Families for Safer Streets
Nate Evans	MDOT
Alex Freedman	City of Takoma Park
Laura Ghosh	Loudoun County
Laurel Hammig	National Park Service
Yolanda Hipski	Tri County Council for Southern Maryland
Fadrique Iglesias	Town of Herndon
Michael Jackson	Prince George's County Planning
Dwight Jenkins	VA DMV, Ped/Bike Coordinator
Tiffany Jennings	Prince George's County DPW&T
Jill Kanoff	NVRC
Joe Kelley	Frederick County
Kalli Krumpos	Capital Trails Coalition
Dustin Kuzan	Loudoun County
Alex Freedman	City of Takoma Park
Brian Leckie	City of Manassas
Sean Martin	City of Alexandria
Heidi Mitter	VDOT
Doug Mowbray	MHSO, Data Manager

**Bicycle and Pedestrian Subcommittee  
Notes from the March 21, 2023 Meeting**

Page 2

Allen Muchnick	Active Prince William
Kevin O'Brien	Washington Area Bicyclist Association
George Phillips	Prince William County
Chloe Ritter	City of Fairfax
Jon Tygret	WMATA
Cynthia Spriggs Manager	MDOT/MVA/MHSO, Pedestrian/Bicycle/Speed Program
Gail Tait-Nouri	WMATA
Kimberly Vacca	DDOT
Nicole Wynands	Fairfax County

**COG Staff Attendance:**

Michael Farrell  
Charlene Howard  
Andrew Meese  
Janie Nham  
John Swanson

**1. General Introductions.**

**2. Review of the January meeting notes**

The January meeting notes were approved.

**3. Jurisdictional Updates**

Prince George's County planning is continuing to work on its pedestrian and bicyclist mobility study. The County will carry out two highway roadway safety audits at Brooks Drive and at Wheeler Road. Prince George's is also working with Arlington to develop a traffic safety garden guide. MDOT is updating its bicycle and pedestrian master plan for the state. A link to the project web site is in the chat. Starting April 15 Transportation Alternatives and Recreational Trails will be accepting applications, and then the Bike trails program will be accepting application May 15 – June 1.

Prince William County has updated its comprehensive plan including the mobility chapter. The next step is implementation of the plan through the zoning regulations. Bike parking, lockers, and other facilities will be included. That is expected to happen this year. The County will hire a consultant to help with implementation.

**Bicycle and Pedestrian Subcommittee**  
**Notes from the March 21, 2023 Meeting**  
Page 3

VDOT/NOVA will be starting a NOVA Bike/Ped Trail study soon. The goal of the study is to integrate local bike/ped planned facilities and put them into one map. There will be a Statewide task force meeting on March 30. The new Statewide coordinator is David Cook.

Capital Bikeshare is expanding its electric bike fleet. The new bikes will have a range of up to 60 miles. A new station will be added near Arlington cemetery.

Loudoun County has a board member initiative to study Algonkian Parkway in terms of adding bicycle and pedestrian facilities.

Fairfax will extend the Mount Vernon trail to Route 1, with the completion of a segment called the Grist Mill Trail. It will be completed in April.

DDOT has hosted its first public meeting for the Suitland Parkway Trail rehab. The 9<sup>th</sup> Street protected bike lane has been completed downtown, for a total of over 30 miles of protected bike lanes.

The DC bike lane design guidelines will be revamped to improved ADA treatments for protected bike lanes. There will also be a fire/EMS segment. The Micromobility program has added an option to report mis-parked dockless vehicles. That feature went live on February 14.

Montgomery County has also done good work on fire and EMS access.

#### **4. National Capital Trail Network Update**

Mr. Farrell spoke to a memo reviewing the actions and schedule to update the National Capital Trail Network. The Network was adopted in July 2020. It is one of the TPB's seven priority unfunded regional projects. Inclusion in this network gives your trail project a higher priority of funding through the funds that TPB controls.

The primary goal of this update is to make sure that projects that have been completed since July 2020 are marked as complete on the map. I will contact the jurisdictional representatives and gather the data, which GIS staff will process to update the map. We hope to have the draft map prepared for the May meeting, and take it to the TPB Tech in June.

The Capital Trails Coalition is also carrying out an update of their network, which coincides with ours in the inner jurisdictions.

Ms. Howard said that Project Infotrak is where all the jurisdiction's bike/ped projects reside in the regional Project Infotrak database. Every planned project that is in the National Capital Trail

**Bicycle and Pedestrian Subcommittee**  
**Notes from the March 21, 2023 Meeting**  
Page 4

Network should also be in Project Infotrak.

Ms. Mitter asked about the regional bike/ped plan map. It's in the bicycle and pedestrian plan. There is an on-line dashboard. Ms. Howard sent a link to it in the chat. We've tried to align what is in the National Capital Trail Network with what is in the PIT. The accuracy of the information in the PIT needs to be improved. The PIT includes a TIP component, which covers the next four years, but you can put long range plan projects in the PIT. Ms. Mitter asked in the project data was available for download. Ms. Howard said yes, but for this NCTN map what you see on the map doesn't perfectly map what is actually in the PIT.

Only agency representatives have access to the PIT, and only with an approved log-in from a PIT administrator, such as Michael Farrell. We can give PIT log-ins to jurisdictional representatives.

The NCTN could be updated annually. However, we've been trying to do it in tandem with the Capital Trails Coalition, so the same people aren't being asked for the same information at different times. Ms. Ghosh asked if facilities could be swapped. Mr. Farrell replied that the basic criteria for inclusion won't change. Paved, 10' wide, suitable for all ages and abilities, network density consistent with development density and the network density of other jurisdictions. And it has to be a continuous network.

We're open to swapping facilities, as well as minor changes. Contact Mr. Farrell about that. Errors in the line work can also be corrected at this time.

Mr. Muchnick asked about correcting errors in the National Capital Trail Network in Prince William County be corrected? Mr. Farrell replied that now would be a good time. Mr. Phillips agreed that Prince William would help do that. The status of certain segments will need to be flipped from Complete to Planned.

## **5. DDOT Streatery Program**

Ms. Vacca spoke to a powerpoint on the DDOT Streatery Program. The various permits are scheduled to expire at the end of May or by the end of the year.

DDOT provides notice for maintance which may require moving the Streatery temporarily. The establishments are required to keep these facilites clean, similar to sidewalk cafes.

Ms. Mitter asked how DDOT balances the operation of the roadway or parking space with the Streatery. Typically businesses are allowed to put Streateries on the parking directly in front of their business. The Streatery is considered a higher-value use. Use of travel lanes or parking beyond the business's own street frontage gets more scrutiny. Considerations such as traffic operations and pick up and drop off must be considered.

Barriers cannot be black because black is not visible.

## **6. “Let’s Move Frederick”**

Mr. Edmondson spoke to a powerpoint. He reviewed the practices of Dutch bicycle planning for designing a network.

Dutch guides a good for providing hard numbers to tell you what facility to use under which conditions. The downside to using the Dutch CROW manual is that it assumes Dutch road design standards.

FHWA’s *Bikeway Selection Design Guide* is good for qualitative guidance. NACTO’s *Designing for All Ages and Abilities* is the best resource for the US. It offers more specificity.

You can also use an algorithm that shows you, based on existing conditions, what kind of bike facility you need on every roadway.

Drawing desire lines between trip generators and attractors is useful because it shows where people want to go. They’ll show you where you need to make extra effort, like building a bridge.

City of Frederick is currently working on its bike/ped plan, with the public involvement phase about to launch.

Ms. Ghosh asked whether they used level of traffic stress. Mr. Edmondson replied that they did not; traffic volume and speed are pretty good indicators of level of traffic stress. For local roads speeds are being reduced to make them safer and more comfortable for bicyclists. Also, how do you distinguish between shared use path and protected bike lane level of service? Mr. Edmondson replied that the width of the path is being adjusted based on the level of use. Currently the default is 10’ wide. Peak path demand is expected to be low to start, but Frederick will use counters to track use.

## **7. Other TPB Program Updates**

- **Street Smart**

Mr. Farrell spoke to a powerpoint on the Street Smart pedestrian and bicycle safety program.

- Workshops

**Bicycle and Pedestrian Subcommittee**  
**Notes from the March 21, 2023 Meeting**  
Page 6

- Shared Micromobility – April
- ADA in Emerging Designs. DDOT is doing some work along those lines. Montgomery County made a guide on accessible bus, pedestrian and bicycle design a couple of years ago.

John Swanson reminded the group that the Maryland Transportation Alternatives program opens April 14.

**Adjourned**