

National Capital Region Transportation Planning Board

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MEETING NOTES

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

DATE: Tuesday, May 18, 2021

TIME: 1:00 p.m.

PLACE: VIRTUAL

CHAIR: Jamie Carrington, WMATA

**VICE-
CHAIRS:**

Jeff Dunckel, Montgomery County Department of Transportation
Laurel Hammig, National Park Service

Attendance:

Christine Baker	Arlington County TDM
Jamie Carrington	WMATA
Jeff Dunckel	Maryland Highway Safety Office
David Edmondson	City of Frederick
Cindy Engelhart	
Nate Evans	MDOT
Alex Freedman	Takoma Park
Annaly Galeas	Montgomery County Parks
Leah Gerber	Arlington County
Laura Ghosh	Loudoun County
Laurel Hammig	National Park Service
Michael Jackson	Prince George's County Planning
Dwight Jenkins	Virginia Highway Safety Office
Tiffany Jennings	Prince George's County DPW&T
Joe Kelley	Frederick County
Mackenzie Love	Northern Virginia Transportation Authority
Jack Kozelca	Capital Trails Coalition
Karyn McAlister	DDOT

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Heidi Mitter	VDOT/Northern Virginia
Miyoung Park	City of Gaithersburg
David Patton	Arlington County
Stephanie Pipierno	Capital Trails Coalition
Debbie Spiliotopoulos	Northern Virginia Regional Commission
Nicole Wynands	Fairfax County

COG Staff Attendance:

Michael Farrell
Charlene Howard
Andrew Meese
Jessica Mirr
Janie Nham
Jon Schermann
John Swanson

1. General Introductions.

2. Review of the March 16 meeting notes

The March minutes were approved.

3. Jurisdictional Updates

Metro is welcoming people back into the system.

DDOT has been building protected bike lanes, including 20th and 21st Street NW, K Street from 1st Street NE to 5th Street NW. GoDCgo is working with WABA to promote the bike lanes, wrapping them into larger routes on the low stress bike network that will run north-south and east-west. The Mayor is preparing to announce safety summer, including additional funds for protected lanes and for automated enforcement. There are 24 active HAWK beacons and five pending.

Prince George's County has upcoming master plan updates for Bowie and Adelphi. The County will also update its 2009 master plan of transportation, which is used to ask developers to put in bicycle and pedestrian facilities. The BTAG is now known as ATAG, the Active Transportation Advisory Group.

Prince George's County DPWT is in the process of installing a traffic garden, which should be complete in early June. There will be a Street Smart display at Prince George's Plaza on May 23.

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Montgomery County is working on the power line trail.

Frederick City working on its first ever bike/ped plan. They expect to have 120 miles of protected and off-street bicycling. Frederick City will have a Vision Zero policy. The County is doing something similar with Towards Zero Deaths. A protected lane is being installed along 7th Street.

Frederick County is doing a PSA for walking or running on the roadway.

Takoma Park is doing a bikeways project on New Hampshire Avenue, as well as a Maple Avenue Complete Streets project. Takoma Park will host a bike to work day pit stop.

The next PBEAT meeting will happen next Thursday. It will focus on enforcement and recent legislation. In July there will be a review of the infrastructure and the 2020 data, if that is available. Fatality numbers were up 8%. Wade Holland is completing a fatality review that will be presented at PBEAT, showing contributing factors to ped/bike crashes.

The General Assembly has passed the vulnerable road user act. The Bikeways grant program is accepting applications. Local jurisdictions and nonprofits may apply. The State is accepting input on locations with dangerous conditions for walking and bicycling.

Arlington has a Vision Zero action plan that was recently adopted by the Board. High visibility crosswalks are being added. A floating bus stop has been added.

Fairfax County is implementing its priorities plan for walk and bike facilities. The bike and trails plans are being combined. Fairfax is developing measures of success other than vehicle level of service.

Loudoun County is analyzing wayfinding, equity, and missing rural links. Loudoun will host two bike to work day pit stop locations.

A pilot program on pedestrian and bicycle safety is being developed in Fairfax. There will be a highway safety summit this summer. A recent bill required motorists to pass bicyclists by a full lane if possible. Bicyclists may also ride two abreast. A virtual safety summit will be held on the 14th and 15th in July, then the 20th and 21st. A Save the Date will go out shortly.

National Park Service is working on a cycle track on 15th Street. The Rock Creek Park/Kennedy Center trail will be rehabilitated. The Nation Mall is setting up geofenced scooter parking corrals within the National Mall, plus a no-ride geofence within the memorials. Adherence has been good. Crosswalk and ADA improvements are under way on Independence Avenue. A study of multimodal corridor improvements on the National

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Mall is being developed with DDOT.

4. Bicycle and Pedestrian Plan Project Map and Database

Jessica Mirr presented the bike/ped plan map. The data on this map is not yet in the PIT database. Half mile and two-mile buffers were done on the network, and mileage was calculated. 94% of the population is within two miles of the project. This analysis was done on just three facility types – shared use paths, protected bike lanes, and bike boulevards. These facility types are comparable to what is in the National Capital Trail network, even if they are not part of the National Capital Trail Network. 91% of activity centers have a bicycle or pedestrian project going through them. 72% of equity emphasis areas have a planned bicycle or pedestrian facility going through them. This does not include regular bike lanes or sidewalks, only the three types mentioned above. Numerous transit access focus areas are also served by bicycle and pedestrian projects.

There was a question regarding when this analysis will be available. It will be released when the bicycle and pedestrian plan is released.

The cooperative forecasts are available on the transportation data clearinghouse are available if you want to use them to do your own queries.

Ms. Ghosh said that some of the towns in Loudoun have not been identified at Activity Centers. Those designations are determined by the Planning Directors. The Activity Centers were chosen in 2013. This committee is not involved in that process. Serving an activity center is a plus for getting funding. It's a check box on the list of priority factors.

All of these projects shown on the map as serving activity centers was one of three facility types mentioned above.

This plan map shows only planned facilities, not existing. If we included existing facilities our access numbers for 2045 would be higher.

Is there going to be an attempt to do accessibility map for cycling, such as a heat map showing accessibility to jobs by bicycle? The last half mile might include obstacles. There are no current plans to do that but it could be done in the future.

One thing we'd like to hear is feedback on what type of analysis or queries we should be doing. Another possibility would be to add back in the facilities that were excluded from this analysis. Or we could reduce the buffer to ¼ mile as a proxy for good access. A full walkshed analysis is more demanding because it requires detailed information on the network.

We're not mapping out where projects should go; we are mapping the projects that the jurisdictions have given us. We're open to requests for additional analysis, and we'll try to respond. Ms. Mirr could put together a PDF of the map and the tables that go with the map.

The underlying network is the one we will use for this plan, even if it is not already reflected in the TIP.

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We don't have a comprehensive, up to date existing facilities layer that could be turned on. Gathering the data would be a significant work item.

This plan is very much linked up to the TIP, so it is forward facing. An analysis of the existing facilities will need to be a follow-on item to the plan.

We have called time on the bulk import of project data, but there is still the TIP portal where if you are a registered user you can add projects.

Karyn can't use the map function in the PIT. The changes don't stick. Andrew Austin or Nadia Bhatti might be able to help. Mr. Farrell uses Chrome and the map function works for him.

5. Capital Trails Network Impact Report

Ms Piperno spoke to a powerpoint. Ms. Piperno briefed the Subcommittee on the results of the recently released report, "The Economic, Health and Environmental Benefits of Completing the Capital Trails Network." The report and one-page summaries by jurisdiction is available at capitaltrailscoalition.org/report.

The Capital Trails Network includes major long-distance trails in the core of the Washington region. It has significant overlap with the TPB's [National Capital Trail Network](#), as well as the much more comprehensive network in the regional Bicycle and Pedestrian Plan.

Users for health purposes are people who use the network three or more times per week.

Share of all trips that are taken by bicycle have increased threefold in the region's core. So these investments are paying off. Closing trail gaps increases usage by 40% or more, depending on the size of the gap.

The Capital Trails Network overlaps with both the National Capital Trail Network and with the larger bicycle and pedestrian plan, though it is not a perfect fit. So the analysis here is relevant to evaluating the benefits of the National Capital Trail Network.

Mr. Farrell asked why construction jobs were treated as a benefit. Is there a reason to believe that these funds would not have created jobs if spent in some other way? Ms. Piperno replied that trails projects created more jobs than highway construction.

The GIS data is not available on line, but Rails to Trails conservancy would be willing to share it on request.

6. National Capital Region Trail Count Program

Ms. Hammig and David D'Addio spoke to a powerpoint.

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The USDOT Volpe center helped support this project.

This project covers jurisdictions inside the beltway. The Park Service would like to promote more trail counts, and more consistency in trail counts. The study focuses on paved trails, not on-road.

Volpe talked with stakeholders, looked at systems elsewhere, and proposed several models for a regional trails count program. Other sources like Strava and Streetlight can be used to supplement trail counter data.

In some jurisdictions there have been issues with counter maintenance and reliability.

Most stakeholder prefer a hybrid model with some functions centralized and others not.

Bid data will not replace automated counters, but big data can help extrapolate counter results.

Three universities will be partners with this project. There is an operations and maintenance piece for the counters on Park Service land. The jurisdictions may be able to participate in an a la carte fashion.

Ms. McAlister asked if they were going to centralize all the existing data from the counters. The equipment needs to be repaired in some cases. Some of the jurisdictions are fine with managing their own counters but getting some help with the data analysis, while others would like a fully centralized program. The university partnership makes sense for the data analysis.

Mr. Patton said that maintenance and data analysis are two very different kinds of problems. Mr. Patton supported the division of effort between the field maintenance and the data analysis. Part of the study was a counter inventory.

A study will be released on the balance between big data and counters. Counters will continue to be necessary to validate big data.

7. Other TPB Program Updates

The Street Smart RFP has been released, and proposals are due May 20. A selection panel will rank the applications.

Bike to Work day is on. You can go to a pit stop, pick up a t-shirt and go home or to the office.

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Transit within Reach is accepting applications.

Adjourned