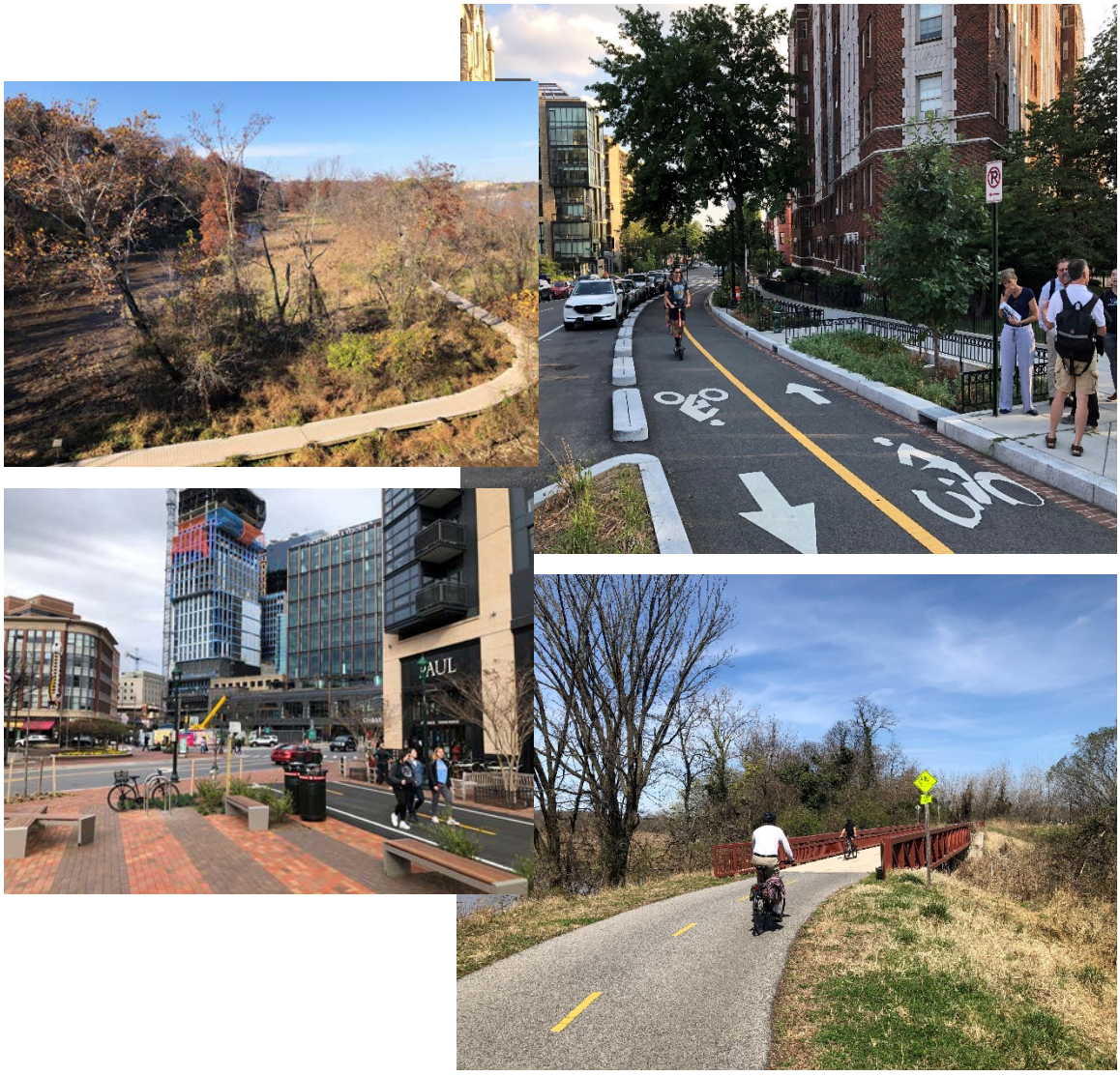
BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION (DRAFT)

February 22, 2022



BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION
Prepared by Bicycle and Pedestrian Subcommittee of the TPB Technical Committee
Adopted on Month Date, Year

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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EXECUTIVE SUMMARY

Purpose

This *Bicycle and Pedestrian Plan for the National Capital Region* identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2045 for major bicycle and pedestrian improvements in state, local, and agency plans, and shows how implementation of these improvements, actions, and strategies will advance the goals of the region's long range transportation plan, *Visualize 2045*. It serves as a resource for planners and the public.

Overview

This plan is an update to the 2015 *Bicycle and Pedestrian Plan for the National Capital Region*.

The National Capital Region Transportation Planning Board (TPB), composed of governments and agencies from around metropolitan Washington, has developed this plan with the support of its Bicycle and Pedestrian Subcommittee. The plan incorporates the goals for walking and bicycling from the *TPB Vision* (1998), the current *Visualize 2045* long range plan, and other TPB planning documents and policies.

In addition to the *TPB Vision, Visualize 2045,* and its predecessor plans, the *Bicycle and Pedestrian Plan for the National Capital Region* draws on and has been shaped by regional, federal, and state guidance on bicycle and pedestrian facilities, and a wealth of state and local bicycle, pedestrian, and trail plans from around the region.

In contrast to the fiscally constrained element of the long range plan, the *Bicycle and Pedestrian Plan* includes both funded and unfunded projects. Projects in this plan may not yet have funding identified to support their implementation.

Planning Context

A number of federal, state, and local activities, as noted above, provide the planning context (Chapter 1) for this document. At all levels the trend is to require or strongly encourage the routine inclusion of pedestrian and bicycle facilities in all transportation, a policy sometimes known as "complete streets".

The TPB has also endorsed an initiative to improve walk and bike access to transit, and to build a connected, regional long-distance "National Capital Trail Network".

Jurisdictions and agencies around the region maintain active bicycle and pedestrian planning and coordination programs. Within this context, the TPB incorporates bicycle and pedestrian

considerations into overall regional transportation planning, the bike-to-work components of the Commuter Connections program, and the Transportation-Land Use Connections, Transit Within Reach, and Regional Roadway Safety technical assistance programs. The region's Access for All Committee advises the TPB on issues relating to minority, low-income, and disabled communities, which often relate to pedestrian access and safety.

The Transportation Planning Board and the Council of Governments support bicycling and walking and their health, community, pollution reduction, and congestion reduction benefits for the region.

Bicycling and Walking in the National Capital Region

The state of bicycling and walking in the Washington region (Chapter 2) includes success stories, challenges, and opportunities for improvement. Data from the 2017/2018 Regional Travel Survey, the U.S. Census, surveys, and other sources provide an understanding of where bicycling and walking are found throughout the region, as well as who is walking and bicycling. These data may point to opportunities for increasing these activities, and support the need to consider bicycling and walking in overall roadway and transit planning and engineering.

Safety

Bicycle and pedestrian safety (Chapter 3) is a key challenge for the region. The plan describes the scope of the safety problem, its geographic and demographic distribution across the region, and the legal rights and responsibilities of drivers, pedestrians, and bicyclists.

Unfortunately, bicycle and pedestrian safety issues are found throughout the region. The region and member agencies are actively pursuing a number of engineering, enforcement, and educational strategies to reduce deaths and injuries.

Existing Facilities

The Washington region benefits from numerous popular bicycle and pedestrian facilities in place in our communities (Chapter 4). The region's transit agencies have also worked to provide access and accommodation of bicycling and walking to and on their systems. A goal of this plan is to complement and augment the existing system of facilities.

Recommended Best Practices

Convenient and safe bicycle and pedestrian access is a key goal of the TPB's *Vision* and the Council of Governments' *Region Forward 2050* plans. To help achieve this, the Bicycle and Pedestrian Subcommittee developed a set of recommended best practices (Chapter 5) for the design and implementation of bicycle and pedestrian facilities, as well as for the

incorporation of bicycling and walking considerations into overall roadway and transit design. Best practices are based upon national and state laws and guidelines.

Planned Bicycle and Pedestrian Facilities and Improvements

Improvements included on the plan's list of regional bicycle and pedestrian projects (overview in Chapter 6 and the full listing in Appendix A) were identified, submitted, and reviewed by agency staffs of TPB member jurisdictions.

The Bicycle and Pedestrian Plan for the National Capital Region includes 1650 bicycle and pedestrian facility improvement projects from across the region. If every project in the plan is implemented, in 2045 the region will have added approximately 138 miles of protected bicycle lanes, 30 miles of buffered bicycle lanes, 363 miles of standard bicycle lanes, and over 1700 miles of shared-use path. The overall network length will increase by approximately 2500 miles.

If it implements the projects in this plan, by 2045 the region will have approximately 3600 miles of bike lanes and shared use paths, over three times the current total.

The Washington region is a national leader in design and services. Treatments such as protected bike lanes, protected intersections, HAWK signals, and floating bus stops were developed or refined here. The Washington region has also been a national leader in micromobility, including Capital Bikeshare and numerous e-scooter and e-bike rental services.

Costs

Total estimated cost of projects in the draft plan is about $5 billion (2021 dollars). Total plan cost was imputed based on planned facility mileage and project types. Project-level cost estimates, if provided, should be considered as order-of-magnitude planning estimates and in most cases do not reflect engineering-level estimates.

Project Infotrak

Development of the *Bicycle and Pedestrian Plan for the National Capital Region* has benefited from a recently developed on-line project database, Project Infotrak, a resource separate from the printed document. Agency staff are able to view, enter, and edit their project listings on-line in the database. Project Infotrak will facilitate keeping the regional list accurate and up-to-date, and it eliminates the duplication of records and that formerly existed between the Transportation Improvement Program and bike-ped project databases.

A public access version of the list of bicycle and pedestrian projects, and an interactive map of those projects, will be made available on the COG web site.

Outlook

For over 20 years successive regional plans have called for convenient, safe bicycle and pedestrian access, walkability in regional activity centers and the urban core, reduced reliance on the automobile, increased walking and bicycling, inclusion of bicycle and pedestrian facilities in new transportation projects and improvements, and implementation of a regional bicycle and pedestrian plan, developing specific strategies to make it happen. Today the region is well on its way to making that vision a reality. The *Bicycle and Pedestrian Plan for the National Capital Region* provides a blueprint for providing bicycle and pedestrian access to virtually all of the region's developed areas.

INTRODUCTION

This section briefly describes the role of walking and bicycling within the region's transportation system and transportation planning. It also provides a summary of the development and organization of this Bicycle and Pedestrian Plan for the National Capital Region.

Bicycling and Walking in the National Capital Region

The Washington region is nationally known for the quality, beauty, and extent of its bicycle paths. Its walkable core neighborhoods attract residents and visitors alike. The region has a strong foundation of walking and bicycling facilities to build upon.

Figure 1: Green Bike Lane/TPB/Michael Farrell

Taken together, bicycling and walking are a significant and growing mode of transportation in the Washington region. According to the Transportation Planning Board's 2017-2018 Regional Travel Survey walking and bicycling account for 11% of all trips in the Washington region, up from 9% in 2008. Bicycling to Work in the District of Columbia tripled in ten years, from 1.6% in 2008 to 5.3% in 2018.

Walking and Bicycling account for 11% of all trips in the region

Recent years have seen progress for bicyclists and pedestrians. Several major new trails and bridges have opened, and most local governments have adopted bicycle, pedestrian, and/or trail plans. Most of the transit agencies in the region have added bike racks to their buses. Bicycle or pedestrian coordinators and trail planners are now found at most levels of government. In accordance with federal guidance and state and local Complete Streets policies, pedestrian and bicycle facilities are routinely provided as part of larger transportation projects. Employers are investing in bike facilities at work sites, and developers are including paths in new construction. Capital Bikeshare, which launched in September 2010, has been a dramatic success, and now features over 5000 bicycles at over 600 stations.

Figure 2: NOMA/Gallaudet Metro Station and Metropolitan Branch Trail/TPB/Michael Farrell

The NOMA/Gallaudet Metro Station Incorporates a Shared-Use Path and Bicycle Parking

Bicycling and walking could reach a greater potential in the Washington region, however. Many trips currently taken by automobile could be taken by bicycle. The median work trip length for auto commuters in the Washington Metropolitan Statistical Area is nine miles.[1] But for non-work trips, which are more than ¾ of all trips, the median distance is only 3.1 miles.

Many people who live far from their jobs, but closer to transit or a carpool location could walk or bike to transit or the carpool instead of driving.

Destinations such as schools, shopping, and recreational facilities are often close enough to walk or bicycle. Bicycling and walking have considerable potential to displace automobile trips if suitable transportation, design, safety, parking, school siting, and land development policies are followed.

Bicycling, Walking and the Transportation Planning Board

The National Capital Region Transportation Planning Board (TPB) has long recognized the benefits of bicycling and walking in the region's multi-modal transportation system. The Transportation Planning Board's *Transportation Vision for the 21st Century*, adopted in 1998, emphasizes bicycles and pedestrians in its goals, objectives, and strategies.

The Region has a Growing Network of Shared-Use Paths

Since then, the TPB has adopted a regional trails plan, known as the National Capital Trail Network, prioritized pedestrian, and bicycle initiatives in its long range transportation plan, and promoted the adoption of "Complete Streets" policies, which have led to the incorporation of pedestrian and bicycle accommodations in nearly every new transportation project.

[1] 2017-2018 Regional Travel Survey,

Complete Streets in Action: The Woodrow Wilson Bridge Trail opened in 2009

Figure 3: Woodrow Wilson Bridge/TPB/Michael Farrell

COMPLETE STREETS

The National Capital Region Transportation Planning Board adopted a Complete Streets policy in May 2012. The policy defined a complete street as one that safely and adequately accommodates motorized and nonmotorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility. The TPB endorsed the concept of Complete Streets and encouraged its member governments, if they had not already done so, to adopt a Complete Streets policy.

All three States and 91% of local governments have a Complete Streets Policy

All three States and 91% of the local governments in the Washington region now have Complete Streets policies.

Plan Development and Organization

This plan is intended to help fulfill the goals of *Visualize 2045* and the *TPB Vision* for bicyclists and pedestrians. It includes performance measures that will show progress towards regional goals.

This plan has been prepared by the National Capital Region Transportation Planning Board, the federally designated Metropolitan Planning Organization (MPO) for the Washington region. The TPB is composed of representatives from the 24 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of

Governments (COG), the three state-level transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Airports Authority (MWAA), four federal agencies, the General Assemblies of Maryland and Virginia, and private transportation service providers.

This document presents the long-range Bicycle and Pedestrian Plan for the Washington Region through the year 2045. The plan includes a list of regional projects identified by the TPB member jurisdictions, accompanied by recommended best practices and a description of existing facilities and regional trends for bicycling and walking. This plan includes both funded and unfunded projects. It recommends referring to state and national design guidelines for bicycle and pedestrian facilities.

This update of the *Bicycle and Pedestrian Plan for the National Capital Region* seeks to reflect the goals, objectives, and strategies of the 1998 *TPB Vision, Visualize 2045,* and the approved *National Capital Trail Network,* while building on information from previous plans.

Pedestrian access and safety receive enhanced attention in this update, reflecting increased involvement in transportation safety planning by the TPB. Though pedestrian planning takes place primarily at the county, city and neighborhood level, there is a role for regional pedestrian planning, in safety, public education, and connections to transit and between jurisdictions. This plan documents how the planned projects will serve activity centers, selected high capacity transit stations, and low income and minority areas.

PROJECT INFOTRAK

Development of the *Bicycle and Pedestrian Plan for the National Capital Region* has benefited from a recently developed on-line plan project database, Project Infotrak, a resource separate from the printed document. Agency staff are able to view, enter, and edit their project listings on-line in the database. Projects that can be mapped have associated GIS layers. GIS mapping enables better analysis of how the network of planned projects will serve regional goals.

Project Infotrak will facilitate keeping the regional list accurate and up-to-date, and eliminates the duplication of records that formerly existed between the Transportation Improvement Program (TIP) and bicycle and pedestrian project databases. New TIP projects that include bicycle and pedestrian accommodation are automatically added to the list of bicycle and pedestrian projects.

A public access version of the list of bicycle and pedestrian projects, and an interactive map of those projects, will be made available on the COG web site.

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CHAPTER 1: PLANNING CONTEXT

There are numerous plans, policies, and goals in the region that both affect and are affected by the level of walking and bicycling. This section describes the role of walking and bicycling in regional, federal, state, and local planning and policies.

Regional Planning

THE VISION OF THE TRANSPORTATION PLANNING BOARD

The National Capital Region Transportation Planning Board (TPB) is the Metropolitan Planning Organization for the Washington region. It brings key decision-makers together to coordinate planning and funding for the region's transportation system.

The TPB's official vision statement for the region, the *Transportation Vision for the 21st Century*, adopted in 1998, is meant to guide regional transportation investments. It lays out eight broad goals, with associated objectives and strategies to help the region reach them.

The Vision of the TPB calls for more Walking and Bicycling

The *Vision* is supportive of pedestrians and bicyclists. It calls for:

- Convenient, safe bicycle and pedestrian access
- Walkable regional activity centers and urban core
- Reduced reliance on the automobile
- Increased walk and bike mode share
- Including bicycle and pedestrian facilities in new transportation projects and improvements
- Implementation of a regional bicycle and pedestrian plan

Other goals of the *Vision* affect bicyclists and pedestrians, such as: maintaining the existing transportation system, reducing per capita vehicle miles traveled, linking land use and transportation planning, and achieving enhanced funding for transportation priorities.

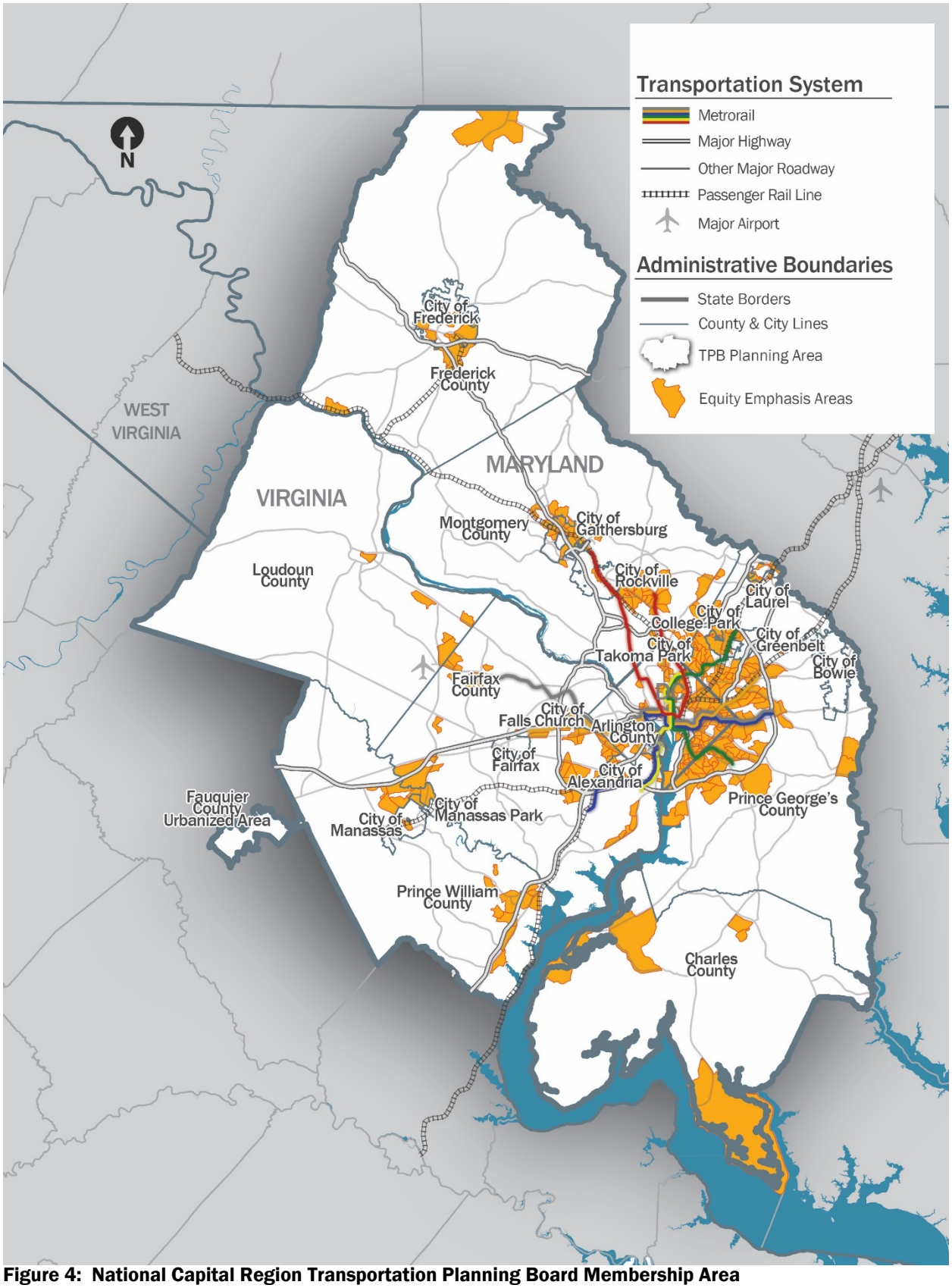

Figure 4: National Capital Region Transportation Planning Board Membership Area

Visualize 2045

Visualize 2045, which was approved by the Transportation Planning Board in October 2018 and amended in 2020, is the current federally mandated, long-range transportation plan for the National Capital Region. An updated version of *Visualize* is slated for public release in mid-2022.

Visualize 2045 contains both projects that the region expects to be able to fund (the constrained element) and unfunded (aspirational) elements.

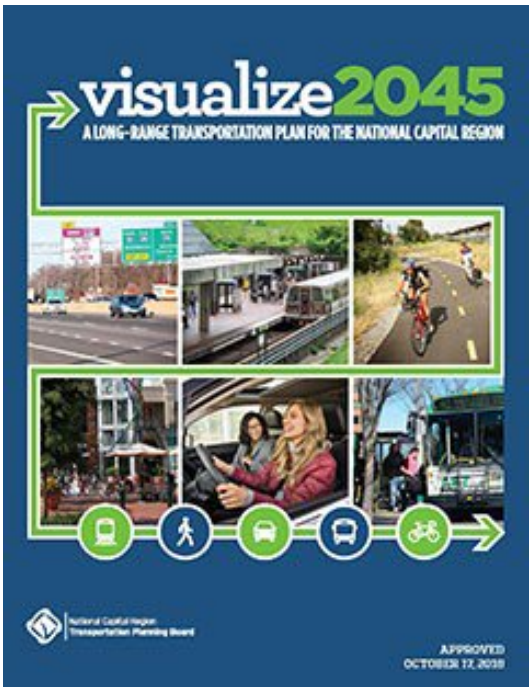

Figure 5: Visualize 2045

Financially Constrained Element

Federal regulations require the TPB to develop a long-range transportation plan identifying the projects expected to be funded within a minimum planning horizon of 20 years. The TPB must demonstrate that there is funding available for those projects. The total expenditures cannot exceed the total anticipated funding. The TPB must also analyze the plan for its effect on the region's air quality.

This kind of plan is known as a financially constrained long-range plan. Future population growth, congestion, and travel mode shares are forecast based on the transportation network for which funding is available.

The constrained element predicts 45% growth in walk and bike trips by 2045, much greater than the expected 23% increase in population and 20% increase in vehicle-miles traveled.

Aspirational Element

Visualize 2045 also represents a new kind of long-range planning effort in this region. For the first time, in addition to projects that the region's transportation agencies expect to be able to afford between now and 2045, the plan includes aspirational projects, programs, and policies that go beyond financial constraints.

The latest information on the 2022 update to the plan can be found at the Visualize 2045 web site. In addition, an interactive companion is available to view Visualize 2045 projects and initiatives in a story map.

Visualize 2045 proposes seven aspirational initiatives which, if enacted, would have the potential to significantly improve the region's transportation system performance compared

to current plans and programs. *Visualize* goes beyond earlier strategic plans, in that it identifies specific locations in need of improvements.

The seven Aspirational Initiatives are:

- Bring Jobs and Housing Closer Together
- Expand Bus Rapid Transit and Transitways
- Move More People on Metrorail
- Provide More Telecommuting and Other Options for Commuting
- Expand Express Highway Network
- Improve Walk and Bike Access to Transit
- Complete the National Capital Trail Network

Most of these initiatives imply a greater role for walking and bicycling. Bringing jobs and housing closer together echoes longstanding TPB goals and makes walking and bicycling for transportation more feasible. Increased transit service and improving walk and bike access to transit mean more walking and bicycling. Completing the National Capital Trail Network would provide a continuously connected, high quality regional and long distance bicycle and pedestrian network.

Projects that will advance the aspirational initiatives receive favorable consideration for the competitive grant and technical assistance funds that TPB administers, such as the *Transportation-Land Use Connections* and *Transportation Alternatives* programs. Additionally, *Visualize* identifies specific trails and transit stations to be prioritized for improvements.

EQUITY

In July 2020, the TPB adopted Resolution R1-2021 to establish equity as a fundamental value and integral part of all TPB work activity. TPB and its staff has committed that our work together will be anti-racist and will advance equity. Equity, as a foundational principle, will be woven throughout TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents. This will recognize that past actions that have been exclusionary or had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and commits to act to correct such inequities in all our programs and policies.

Also, in July 2020, the TPB adopted Resolution R3-2021, which established the Regional Roadway Safety Program, a competitive technical assistance program directed at improving roadway safety.[2] The resolution also specified that TPB would promote transportation safety in an equitable, anti-racist manner. At a minimum, this means that TPB's programs are evaluated in part based on their effects on poor and minority populations.

Low income and minority populations in the Washington region are disproportionately killed or injured on the roadways, especially as pedestrians. One explanation is the historic legacy

[2] https://www.mwcog.org/transportation/planning-areas/management-operations-and-safety/roadway-safety/regional-safety-program/

of postwar suburban development and road building, which often gave a low priority to the needs of people on foot or taking transit. As low income people move into the suburbs, they too often find themselves in an unsafe environment for walking.

This plan, when implemented, will make the transportation system safer and easier to use for people on foot. It will serve the Equity Emphasis Areas (minority and low-income areas), by providing access to a regional network of high quality walking and bicycling facilities, by making it easier to walk to transit, and by making it safer to walk everywhere.

When the planned network of bicycle and pedestrian facilities is complete, 80% of the Equity Emphasis Areas in the region will have high quality facility, usually a shared-use path, built within their boundaries.

TRANSIT ACCESS FOCUS AREAS

At its July 2020 meeting, the TPB adopted Resolution R4-2021 to approve a regional list of 49 Transit Access Focus Areas (TAFAs). The TAFAs include Metrorail stations, commuter rail, light rail, and selected bus transit centers. The TAFAs are rooted in the region's long-range transportation plan, *Visualize 2045*, and its aspirational initiative to Improve Walk and Bike Access to Transit.

TPB was able to identify those stations that had the greatest potential for increasing ridership through improved pedestrian access, based on the stations' effective half-mile walksheds given their existing pedestrian network, and on their density of people and jobs.

The TPB approved 49 TAFAs and also asked member jurisdictions to:

…Prioritize projects, programs, and policies that will implement improvements in the Transit Access Focus Areas. All projects, programs, and policies must be implemented in an environmentally sensitive and sustainable manner, consistent with the TPB Vision.

NATIONAL CAPITAL TRAIL NETWORK

The National Capital Trail Network, which was adopted by the TPB in July 2020, is a trails plan for the National Capital Region. It will be a continuous network of long-distance, mostly off-street facilities, designed for non-motorized use. The network will provide healthy, low-stress access to open space and clean, inexpensive, reliable transportation for people of all ages and abilities. [3]

[3] The National Capital Trail Network benefited from concurrent trails planning work for the urban core and inner suburbs done by the Capital Trails Coalition, an effort housed at the Washington Area Bicyclist Association and funded by a grant from REI. The Capital Trails Coalition also promotes the completion of the trail network within the urban core and the inner suburbs. The Capital Trail Network plan took nearly three years to develop. National Park Service and TPB staff participated in the plan development. To keep the task of creating a regional trail plan manageable, the footprint of the Capital Trail Network was limited to the urban core and inner suburbs, which is the Washington Area Bicyclist Association service area.

When complete, the National Capital Trail Network will include over 1400 miles of shared use paths and other low-stress facilities, of which 645 miles already exist, and 780 miles are planned.

Visualize 2045 calls for the completion of the National Capital Trail Network. The network will provide high-quality bicycle and pedestrian access for most of the region's people and jobs. 70% of the region's population lives within a half-mile of the network, and 98% of the jobs are within two miles of the network. 136 of the region's 141 Activity Centers are within a half-mile of the network, as are 308 of the 351 Equity Emphasis Areas.

When the TPB adopted the trail network, it also asked its member jurisdictions to:

"*Prioritize projects, programs, and policies that will implement portions of the National Capital Trail Network. All projects, programs, and policies must be implemented in an environmentally sensitive and sustainable manner, consistent with the TPB Vision".*

The network will be used to prioritize funding for the Transportation Alternatives Program and the Transportation – Land Use Connections (TLC) Program.

The network was developed using the following facility types and design criteria:

- Off-Street Paths:
    - 10'+ wide for new construction.
    - 8' minimum for existing facilities
    - Narrower in short segments if necessary
    - Paved, or firm surface such as crushed limestone
    - Designed for non-motorized users (<20 mph design speed)
- On-street:
    - Protected from moving traffic (i.e., parked cars, curb, flexposts)
    - Short, unprotected connections where necessary for connectivity
    - Traffic-calmed, low-stress "bicycle boulevards" are also acceptable
- Connectivity
    - Directly connected to the regional network
    - Suitable for both transportation and recreation
    - Existing or planned facilities are acceptable
    - Planned facilities must be in an approved plan

To develop this network TPB staff gathered information from the Capital Trails Coalition and from jurisdictions which the Capital Trails Coalition plan did not include, including Charles, Frederick, Loudoun, and Prince William Counties. The network will be updated regularly to reflect the adoption of new agency bicycle and pedestrian plans.

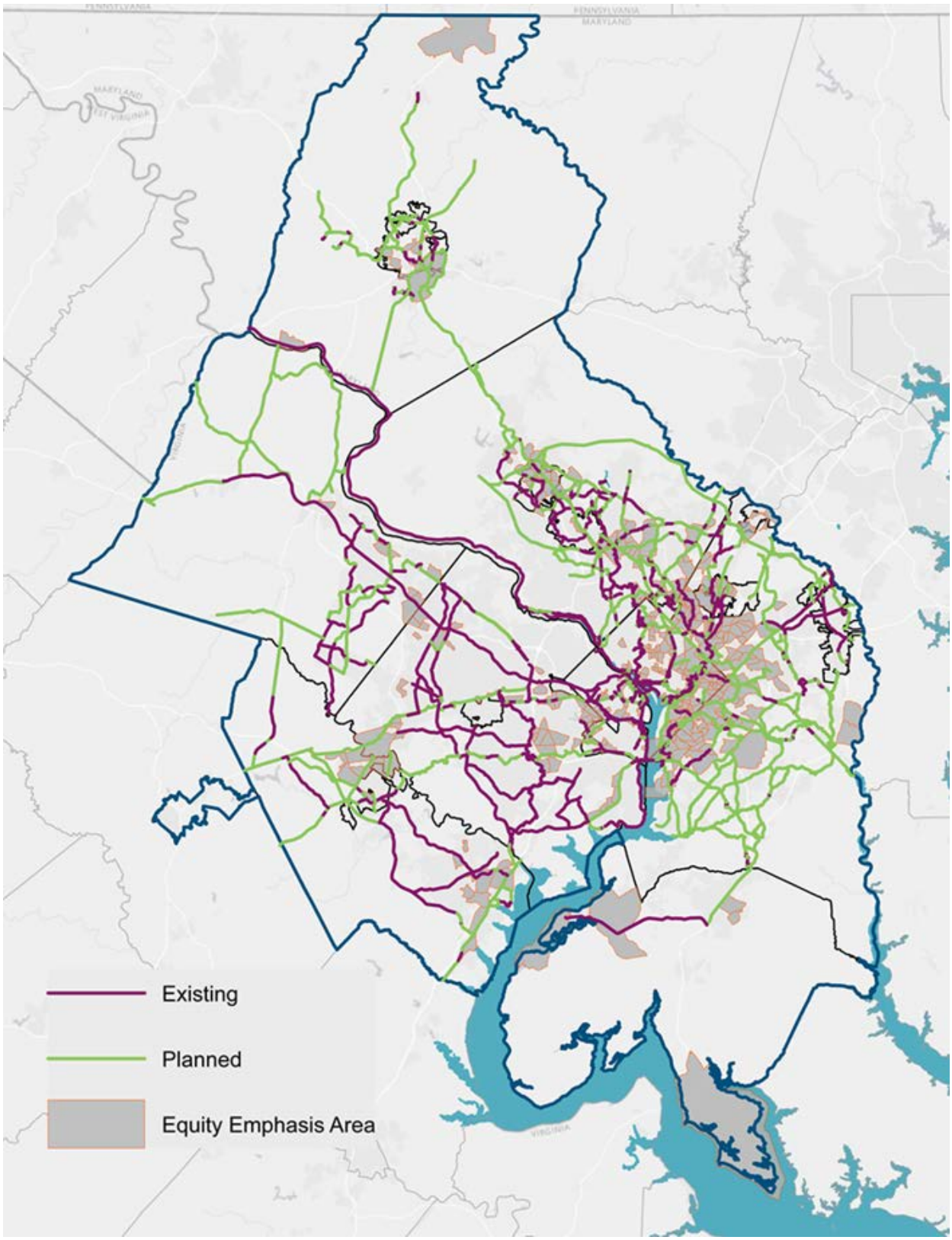

Figure 5: National Capital Trail Network (Source COG/TPB 2022)

REGIONAL TRANSPORTATION PRIORITIES PLAN

In January 2014, the TPB approved, the *Regional Transportation Priorities Plan* (RTPP). The RTPP built on the *Vision* goals by identifying strategies with the greatest potential to respond to our most significant transportation challenges. The strategies were intended to be complementary, to make better use of existing infrastructure, and to be "within reach" both financially and politically. The RTPP is a precursor to *Visualize 2045*

Bicycle and pedestrian modes are prominent in the RTPP. It calls for:

- **Improved access to transit stops and stations**, connecting them to nearby neighborhoods and commercial areas with sidewalks, crosswalks, and bridges.
- **Incentives to use commute alternatives** such as transit, carpool, vanpool, bicycling, walking, telework, and living closer to work.
- **Expanded pedestrian and bicycle infrastructure,** including
    - Sidewalks, crossings, traffic calming
    - Bicycle lanes/paths, bicycle parking, bikeshare
    - Workplace amenities for bicyclists.
- Growth concentrated in **Walkable, Bikeable Activity Centers**
- **Improved circulation** within activity centers through enhanced
    - Pedestrian and bicycle infrastructure
    - Local bus service
    - Street connectivity.

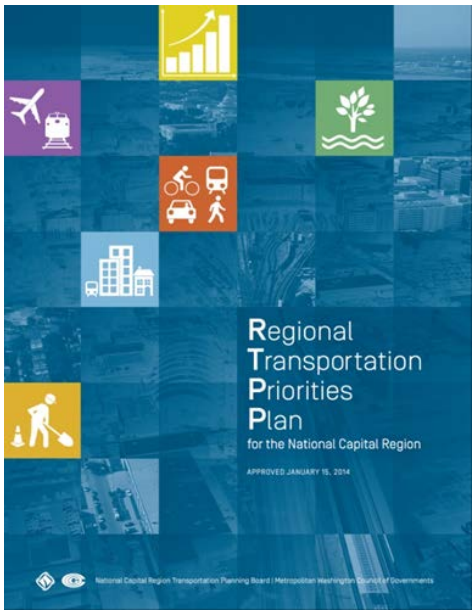

Figure 6: Regional Transportation Priorities Plan

COMPLETE STREETS

In May 2012 the TPB approved a *Complete Streets Policy for the National Capital Region.* The policy defines a Complete Street as a "facility that safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility". The TPB endorsed the concept of Complete Streets, provided a sample policy template, and urged its members who had not already adopted such a policy to do so.

The significance of Complete Streets is that future pedestrian and bicycle projects are likely to be built as part of larger transportation projects. Therefore, far more such projects are likely to be built. Moreover, designing and building with pedestrians and bicyclists in mind from the start is far more cost-effective than retrofitting after the fact.

As of 2021 all three State departments of transportation and 91% of local jurisdictions (including DC) had adopted a Complete Streets policy. Complete Streets is now standard practice.

Under Complete Streets, accommodation for pedestrians and bicyclists is now typically provided as part of larger transportation projects. Prior to the adoption of Complete Streets and precursor policies, these may have been seen as optional amenities.

GREEN STREETS

In February 2012 the TPB adopted a voluntary regional Green Streets Policy. The policy defines a Green Street as an "alternative to conventional street drainage systems designed to more closely mimic the natural hydrology of a particular site by infiltrating all or a portion of local rainfall events". A green street uses trees, landscaping, and related environmental site design features to capture and filter stormwater runoff within the right of way, while cooling and enhancing the appearance of the street.[4]

DC's Urban Forestry Program Helps Keep DC Cool and Green

Figure 7: Green Streets/Montgomery County Department of Environmental Protection

Green Streets benefit pedestrians and bicyclists by cooling and beautifying the street, making it a more pleasant place to walk or bike. Green Streets treatments may compete with pedestrians and bicyclists for space but can often be placed in traffic calming features such as bulb-outs and landscaped islands. Road diets and traffic calming projects can free up space for Green Streets treatments.[5]

A warming climate means that reducing urban temperatures will be even more important for maintaining the walkability and bikeability of urban areas.

Green Streets are mostly an urban phenomenon. Greening the streets and sidewalks is an effective mitigation for urban challenges such as the heat island effect, stormwater runoff, and combined sewage

[4] https://ddot-urban-forestry-dcgis.hub.arcgis.com/

[5] https://ddot.dc.gov/GreenInfrastructure

overflow.[6] Inner suburban places such as Arlington, Hyattsville, and Wheaton that face similar issues have also been working to green their streets.[7]

As of 2020, half the local governments had adopted a Green Streets policy, particularly the more urbanized jurisdictions. Less dense suburban and rural areas already benefit from significant green space, and are less likely to pursue Green Streets policies.

AIR QUALITY AND BICYCLING

Walking and bicycling are near zero emission modes of transportation. At the same time, cleaner air helps pedestrians and bicyclists, who are more vulnerable than motorists to smog and particulate pollution. During "code red" air quality days people are typically urged to avoid outdoor exercise.

Poor air quality discourages Walking and Bicycling

Fortunately, the metropolitan Washington region has made tremendous progress in its air quality thanks to decades of actions at the federal, state, and local government levels[8]. The number of bad air days (code orange or worse) fell by 97% between 1997 and 2020.[9] The region had zero code red days in 2021, and only eight code orange days.[10] The number of bad days for fine particulates has fallen to zero. These declines have come even as population and vehicle miles traveled have grown.

Fortunately, air quality in the region is much improved

Within transportation, reductions in emissions of NOx and VOCs have resulted mostly from federal requirements for cleaner, more fuel-efficient vehicles and for cleaner-burning fuels. Efforts to reduce roadway congestion and to encourage less driving have also contributed.

Bicycling and Greenhouse Gases

Progress on greenhouse gas emissions, while significant, has been much less than for NOx, Volatile Organic Compounds, and particulates.[11] Transportation and mobile sources account for a large share of greenhouse emissions.[12]

Bicycling is the most energy-efficient form of transport

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[6] https://www.montgomerycountymd.gov/DEP/Resources/Files/brochures/GreenStreetsHandout.pdf

[7] https://potomac.org/blog/2020/3/1/dc-green-streets

[8] https://www.mwcog.org/environment/data-and-tools/air-quality-progress-dashboard/

[10] https://www.mwcog.org/environment/data-and-tools/air-quality-progress-dashboard/

[11] https://www.mwcog.org/documents/2017/09/23/air-quality-trends-air-quality-air-quality-data-featured-publications/

[12] https://www.mwcog.org/documents/2018/02/08/metropolitan-washington-community-wide-greenhouse-gas-emissions-inventory-summary--featured-publications-greenhouse-gas/

Walk and bike trips do not contribute significantly to greenhouse gas emissions. Increased walking and bicycling could help reduce the region's greenhouse gas emissions.

Bicycling is the most energy-efficient mode of transportation. Accounting for the life-cycle carbon emissions of the vehicle, a bicycle emits 1/30 the greenhouse gases of a fossil fuel vehicle, and 1/10 the emissions of an electric vehicle.[13]

To the extent that the region can divert motorized trips to walking and bicycling, it can help reduce these emissions. Active transport is part of the regional strategy to reduce greenhouse gas emissions.

TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program includes $1.475 billion for pedestrian and bicycle projects.

The Transportation Improvement Program (TIP) is a federal obligation document which describes the planned schedule in the next four years for distributing federal, state, and local funds for state and local transportation projects. The TIP represents the intent of transportation agencies to construct or implement specific projects in the short term and identifies the anticipated flow of federal funds and matching state or local contributions. It is a multimodal list of projects that includes highway projects, rail, bus and streetcar projects, and bicycle and pedestrian improvements. It also includes roadway and transit maintenance projects, operational programs, and many other transportation-related activities.

[13] https://theconversation.com/cycling-is-ten-times-more-important-than-electric-cars-for-reaching-net-zero-cities-157163

The TPB's FY 2021–2024 TIP contains over 300 project records and more than $15 billion in funding across the region. The TIP is a dynamic budget document and is amended and modified on a weekly/monthly basis.

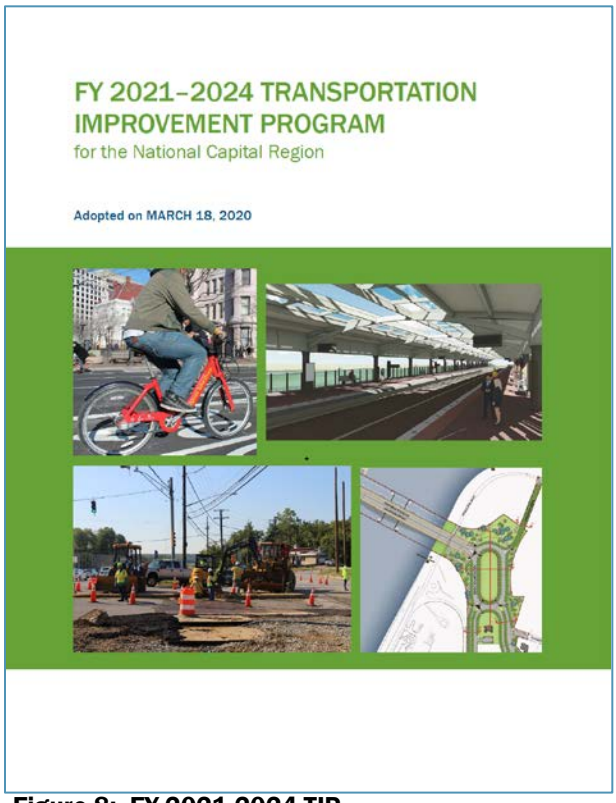

Figure 8: FY 2021-2024 TIP

The TIP includes $1.475 billion for pedestrian and bicycle projects, or roughly 10% of total funding .

Funding for bicycle and pedestrian projects in the TIP has increased sharply. For example, the six-year Fiscal Year 2013-2018 TIP included $313 million for bicycle and pedestrian projects. Annual bike/ped project funding in the current TIP is seven times what it was in the FY 2013-2018 TIP.

The TIP does not provide a complete picture of the region's planned investments in bicycle and pedestrian infrastructure, however, because projects not utilizing federal surface transportation funding often are not required under federal law to be reflected in the TIP. Every submitting agency reported that their jurisdiction has a Complete Streets policy, which implies pedestrian and bicycle accommodation, the cost of which is not always calculated or reported.

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

The Bicycle and Pedestrian Subcommittee of the TPB Technical Committee advises the TPB, TPB Technical Committee, and other TPB committees on bicycle and pedestrian considerations in overall regional transportation planning. It meets six times per year.

One of the Subcommittee's most important functions is information exchange, both at its regular meetings and at sponsored training events. Training events are held at least twice per year. They address issues of interest to the TPB member agencies, including both emerging topics such as shared micromobility (e-scooters) and ongoing challenges such as bicycle and pedestrian counts, street design for all users, trail signage, and emergency services. Recent training and coordination events have included a Vision Zero Arterial Design webinar and a series of workshops on shared micromobility.

The Subcommittee also coordinates TPB bicycle and pedestrian planning efforts which require inter-jurisdictional coordination. It developed a vision for a regional circumferential bicycle route, or "bicycle beltway", which ultimately became the National Capital Trail Network, and advised the development of the regional Bicycle and Pedestrian Plan.

Street Smart Pedestrian and Bicycle Safety Campaign

Since 2002, the Metropolitan Washington Council of Governments' Street Smart program has worked to protect vulnerable road users by raising awareness about pedestrian and bicycle safety. The region-wide public safety campaign educates drivers, pedestrians, and bicyclists on about safe use of roadways in the District of Columbia, suburban Maryland, and Northern Virginia.

The campaign integrates several components, including broadcast and outdoor advertising, media relations, digital media, and outreach events. It is meant to complement, not replace, the efforts of state and local governments and agencies to build safer streets and sidewalks, enforce laws, and train better drivers, bicyclists, and pedestrians. The campaign is advised by an advisory group comprising participating TPB member jurisdictions and agencies.

Figure 9: Street Smart Ad

ACCESS FOR ALL ADVISORY COMMITTEE

TPB and its member jurisdictions have committed, through their Complete Streets policies, to creating a transportation system that will serve users of all ages and abilities. To help achieve that goal, the Access for All Advisory Committee (AFA) advises the TPB on transportation issues, programs, policies, and services important to traditionally underserved communities, including low-income communities, underrepresented communities, people with limited English proficiency, people with disabilities, and older adults. The committee identifies issues of concern to traditionally underserved populations in order to determine whether and how these issues might be addressed within the TPB process.

The Access for All Advisory Committee has provided input on practices related to shared micromobility and e-scooters, such as sidewalk riding and parking, which can have an adverse effect on disabled pedestrians. The Committee has also provided input on innovative bicycle facility designs such as protected bike lanes, floating bus stops, and other features that affect curbside access and crosswalks.

The jurisdictions and e-scooter firms have altered practices, regulations, and designs in response to input from the disabled community, but more work needs to be done. This is an ongoing and iterative process, as new facility designs and vehicle types are fielded and designs are adjusted to reflect experience and user feedback.

BICYCLING, WALKING, AND THE REGIONAL TRAVEL DEMAND MODEL

Data relevant to walking and bicycling are gathered as part of the regional household travel survey, and are incorporated into regional transportation modeling and forecasting.

TPB uses a "four-step" travel demand model. Trip generation of both motorized person trips (person-trips in cars, buses, and trains) and non-motorized person trips (walk and bike). Only motorized person trips continue through the model to trip distribution, mode choice, and trip assignment.

Motorized transport planning and modeling focusses on facility capacity relative to forecast traffic volumes, with capacity constraints and congestion limiting system performance and effective access to destinations.

In contrast, in pedestrian and bicycle planning, the main constraint on access is not pedestrian or bicycle congestion, but whether a destination can be reached safely by nonmotorized means, i.e., connectivity. With some exceptions, such as dense activity centers or heavily used transit stations, a standard sidewalk, bike lane, or trail width is usually sufficient to serve anticipated volumes.

This plan focuses on access. It uses a GIS buffer analysis to determine the share of population, jobs, activity centers, transit access focus areas, and equity emphasis areas, that will be served by a planned bicycle and pedestrian facility that is safe for people of all ages and abilities.

Regional Encouragement and Funding Programs

To help reduce automobile traffic, congestion and air pollution, COG and TPB have developed several programs to encourage bicycling and walking in the Washington region. TPB offers technical assistance and funding for construction to its member governments, while the regional Commuter Connections program offers incentives to commuters to encourage them to use transit, carpooling, and walk/bike to get to work.

COMMUTER CONNECTIONS

As part of the Commuter Connections program, every year on the third Friday in May the TPB sponsors a regional Bike to Work Day. This event has grown into one of the largest of its kind in the country, attracting thousands of riders at dozens of "pit stops" or rallying points around the region. The event is meant to encourage first-time riders to try bicycling to work.

The Commuter Connections program also supports publication of *Biking to Work in the Washington Area: A Guide for Employers and A Guide for Employee*s, which provides tips for employees and employers. For employees, there are tips on safe cycling, laws, equipment and clothing, and transit connections. For employers, the guide explains the benefits of bicycling to the employer, the types of bicycle parking, and the ways an employer can encourage an employee to bike to work.

Commuter Connections produces a regional Bike Route map, plus an on-line bike routing application. Google Maps offers both pedestrian and bicycle routing. Other tools and resources for bicycle commuters are listed on the bicycling resources section of the Commuter Connections web site.

People sometimes drive to work because they need to be able to get home quickly in an emergency. To meet that need and help get more people out of their cars, the Commuter Connections program offers a free taxi ride home in an emergency for commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work. Commuters who sign up for the Guaranteed Ride Home program may use it up to four times per year.

TRANSPORTATION-LAND USE CONNECTIONS PROGRAM

The Transportation Land Use Connections (TLC) Program provides short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives. The program provides consultant assistance of $30,000 to $60,000 for planning projects, and up to $80,000 for design or preliminary engineering projects.

Since 2007 dozens of pedestrian and transit access planning projects have been funded through the TLC program. The program has proven popular with local jurisdictions.

In addition to providing technical assistance, the TLC Program includes a Peer Exchange Network and provides support for the TPB's project selection role under the federal Transportation Alternatives Set Aside (TAP).

TRANSPORTATION ALTERNATIVES

The Transportation Alternatives Set-Aside (TA Set-Aside) Program provides federal funds for small-scale projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, community improvements, and environmental mitigation. These kinds of projects are considered "alternatives" to traditional highway construction.

Under federal law, the TPB is responsible for selecting projects using sub-allocations of each state's TA Set-Aside funding.

The TPB encourages applications that support regional transportation priorities, including projects focused on Activity Centers, access to transit, regional trails, access for disadvantaged communities, and ADA improvements.

Past recipients of TLC assistance for design often go on to apply for TA funding for construction.

TRANSIT WITHIN REACH

To encourage more projects that will provide pedestrian and bicycle access to high capacity transit, TPB launched the Transit Within Reach technical assistance program in Spring 2021.

The Transit Within Reach Program funds design and preliminary engineering projects to help improve bike and walk connections to existing high-capacity transit stations or stations that will be open to riders by 2030. The program places special emphasis on projects that improve access in TPB Transit Access Focus Areas (TAFAs), which have been identified as prime locations for small capital improvements— such as sidewalks, trails, crosswalks— that will make it safer and easier to walk or bike to those train stations and bus stops.

The program complements the Transportation Land-Use Connections (TLC) Program, which also funds technical assistance for local governments throughout the region. The TLC Program promotes access to transit, but its projects address other topics as well.

REGIONAL ROADWAY SAFETY PROGRAM

TPB Resolution R3-2021 adopted in July of 2020 established and funded the Regional Roadway Safety Program. It is similar in structure to the TLC program, and funds projects to reduce fatal and injury crashes. Many of these projects focus on bicycle and pedestrian safety.

Studies, planning, and design projects are eligible. The program provides consultant assistance of up to $60,000 for studies or planning projects, and up to $80,000 for design or preliminary engineering projects.

Federal Policies

ROUTINE ACCOMMODATION OF WALKING AND BICYCLING

U.S. Department of Transportation guidance issued in 2000 calls for bicycling and walking facilities to be incorporated into all transportation projects unless exceptional circumstances

exist. Further guidance issued in March 2010 urged agencies to go beyond the minimum standards to provide safe and convenient facilities for pedestrians and bicyclists, set mode share targets, and collect data on walk and bike trips. Bicycling and walking are to have equal importance to other transportation modes. Transportation projects using federal funds may not sever an existing bicycle or pedestrian route, unless an alternate route exists or is provided.

The US DOT headquarters in Washington sets an example for other employers by encouraging employee bicycling.

Federal and State policies have evolved over the last few decades, from not requiring (or in some cases prohibiting) the use of transportation funds for pedestrian or bicycle facilities, towards requiring the provision of such facilities. These federal and state guidelines and policies have led to an increase in the number of pedestrian and bicycle facilities provided, with many facilities provided as part of larger transportation projects rather than as stand-alone projects.

Federal and State policies are also evolving away from encouraging single-use cul-de-sac development patterns typical of the last half of the 20th Century, to encouraging mixed use development and a connected street grid that is far more accessible to pedestrians and bicyclists.[14]

AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act (ADA) is a federal civil rights statute that prohibits discrimination against people who have disabilities. Under the ADA, designing and constructing facilities that are not usable by people with disabilities constitutes discrimination. Public rights of way, including pedestrian facilities, are required by federal law to be accessible to people with disabilities.

The ADA Requires that all New and Altered Pedestrian Facilities be made Accessible

Both new and altered pedestrian facilities must be made accessible to persons with disabilities, including those who are blind or visually impaired. The courts have held that if a street is to be altered to make it more usable by the general public, it must also be made more usable for those with disabilities.

Government facilities which were in existence prior to the effective dates of the ADA and which have not been altered are not required to be in full compliance with facility standards developed for new construction and alterations. However, they must achieve 'program access.' That is, the program must, when viewed in its entirety, not deny people with disabilities access to government programs and services. For example, curb ramps may not be required at every existing walkway if a basic level of access to the pedestrian network can

[14] Southworth, Michael and Eran Ben-Joseph, *Street Standards and the Shaping of Suburbia,* Journal of the American Planning Association, Volume 61, Number One, Winter 1995.

be achieved by other means, e.g., the use of a slightly longer route. Municipalities should develop plans for the installation of curb ramps and accessible signals such that pedestrian routes are, when viewed in their entirety, accessible to people who are blind or visually impaired within reasonable travel time limits. [15]

Design standards for the disabled, such as smoother surfaces, adequate width, and limits on cross-slope, are also beneficial for the non-disabled pedestrian. Good design for persons with disabilities is good design for all.

More information on the Americans with Disabilities Act is available from the US Access Board.

UNIVERSAL DESIGN

Good pedestrian design for all is also good for the disabled. The disabled and low-income are more likely to use transit and walk, or use mobility devices on sidewalks than the general population. Narrower streets, shorter crossing distances, traffic calming, lower traffic speeds, wider, ADA-accessible sidewalks, street trees, and amenities such as benches, are all good for disabled and elderly pedestrians. Compact urban design and a connected street and pedestrian grid reduces pedestrian travel distances is helpful for all pedestrians but is especially important to the elderly and disabled. The elderly and disabled may lack the physical agility and stamina needed to navigate substandard facilities, dodge traffic, and walk long distances.[16] The elderly, disabled, and low-income also suffer from disproportionately high pedestrian fatality rates.

[15] American Council for the Blind, *Pedestrian Safety Handbook: A Handbook for Advocates*. www.acb.org

[16] https://ggwash.org/view/83714/zero-vision-in-dc-vision-zero-is-a-disability-rights-issue

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

The *Manual on Uniform Traffic Control Devices for Streets and Highways*, or MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel.

The MUTCD includes standard pedestrian and bicycle signs and signals. These standard designs are widely used by departments of transportation in the Washington region.[17]

Parks departments may have their own signing standards or practices, which for facilities not located on a public roadway may be different from the MUTCD. The National Park Service adheres to the MUTCD for bike signs located on roadways. [18]

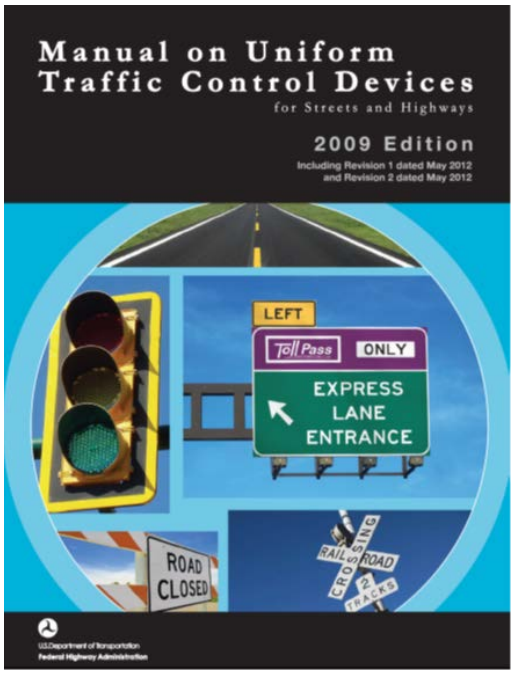

Figure 10: MUTCD

The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F. It can be found at http://mutcd.fhwa.dot.gov/.

THE FAST ACT

Under the FAST Act (Fixing America's Surface Transportation Act) the federal transportation legislation signed in December 2015, bicycle and pedestrian projects remained broadly eligible for nearly all funding categories, either for projects incorporated into something larger, or for stand-alone bicycle and pedestrian projects.

The FAST Act built on MAP-21 (Moving Ahead for Progress in the 21st Century Act), which was enacted in 2012, to strengthen the role of Metropolitan Planning Organizations in regional planning. MPOs now have an enhanced role in transportation safety planning and goal-setting, and more control over Transportation Alternatives funds, which are often used for walking and bicycling projects.

Most Federal Transportation Funds may be used for Bicycle and Pedestrian Projects

[17] https://mutcd.fhwa.dot.gov/htm/2003/part9/part9b.htm

[18] https://www.nps.gov/subjects/transportation/upload/UPDATED_NPS_Guidebook_July2018_Final_UpdateSept2018-High-Res_WEB-2.pdf

Transportation Alternatives

The FAST Act established a set-aside of STBG (Surface Transportation Block Grant) funding for Transportation Alternatives. These set-aside funds include projects and activities such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

The FAST Act required FHWA to distribute 50 percent of Transportation Alternatives (TA) funds to areas based on population (suballocated), with the remainder available for use anywhere in the State.

States and MPOs for urbanized areas with more than 200,000 people are required to conduct a competitive application process for the use of TA funds; eligible applicants include tribal governments, local governments, transit agencies, school districts, and a new eligibility for nonprofit organizations responsible for local transportation safety programs.

Under federal transportation legislation, large MPOs, including the Transportation Planning Board, play an enhanced role in project selection for a portion of program funds sub-allocated to large metropolitan regions. For the National Capital Region, this program offers an opportunity to fund regional priorities and complement regional planning activities.

In the National Capital Region, the TA Program is framed as a complementary program to the TPB's Transportation/Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions, and a potential implementation tool for the bicycle and pedestrian components of the Visualize 2045 plan.

INFRASTRUCTURE INVESTMENT & JOBS ACT OF 2021

The current federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), was signed in November 2021. The IIJA increases funding for trails, walking, and bicycling, while emphasizing the importance of connectivity, equitable access, and safety.

Active Transport Programs[19]

Transportation Alternatives (TA) is the biggest dedicated source of funds for pedestrian, bike, and trails. IIJA increases funding and restricts transfers of TA funding to other purposes. It also increases Recreational Trails funding.

IIJA authorizes a number of new funding programs relevant to walking and bicycling, including:[20]

[19] Rails to Trails Conservancy presentation, December 9, 2021

[20] https://www.mondaq.com/unitedstates/government-contracts-procurement-ppp/1110054/infrastructure-investment-and-jobs-act-summary-of-key-programs-and-provisions

- *Healthy Streets Program.* A competitive grant program that funds grants to states, local governments and tribes to deploy cool pavements and porous pavements and to expand tree cover.

- *Reconnecting Communities Pilot Program*. This program funds projects that remove, retrofit or mitigate previously constructed barriers to mobility, access or economic development to restore community connectivity. State and local governments are eligible applicants.

- *Active Transportation Infrastructure Investment Program.* A competitive grant program for infrastructure improvements that create safe and connected active transportation facilities, including adding sidewalks, bikeways and pedestrian trails. Eligible entities include government entities.

- *Safe Streets and Roads for All Competitive Grant Program.* A competitive grant program for local governments to implement "vision zero" plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.

- *Carbon Reduction Formula Program.* States may use the funds for projects that reduce transportation emissions, including **trails and paths for bicyclists and pedestrians**. States must develop carbon reduction plans and coordinate and consult with urbanized and rural areas.

Bicycle and pedestrian projects remain broadly eligible for most federal transportation funding, including Surface Transportation Block Grants, Congestion Mitigation and Air Quality, and the Highway Safety Improvement Program.

State Planning

DISTRICT OF COLUMBIA

As the center of the Washington region, a major employment center, and one of its most walkable and bikeable jurisdictions, the District of Columbia's policies have a significance larger than its population would suggest.

The District of Columbia is to become a "walk-centric, bike-centric" city.

Reflecting its urban character, the District of Columbia is doing much to encourage walking and bicycling. The District of Columbia Department of Transportation intends to create a "walk-centric, bike-centric" city. DDOT's 2010 "Action Agenda" called for safety, sustainability, and increasing livability and prosperity by creating great spaces that are the "living room" of the city.

Streetscaping projects and traffic calming projects are a high priority. By providing pedestrians with plenty of well-designed, safe, and comfortable space, the city hopes to increase retail sales and property values. Business Improvement Districts have considerable input into transportation projects.

An average District resident can reach 32,269 jobs and 117 destinations such as grocery stores, hospitals, and schools, in a 20-minute walk.

Due to the built-up character of the District of Columbia, DDOT aims to shift travel from less space-efficient modes, such as single occupant vehicles, to more space efficient modes, such as walking, bicycling, and public transportation.

DDOT's strategy for shifting auto trips to transit, walk, and bike trips encompasses both transportation and land development elements. The District of Columbia encourages mixed use development projects that promote and support non-auto mobility. Reduced auto parking, increased bike parking, on-site car and bike sharing, and transportation demand management plans will reduce auto trips generated by new development.

On a citywide basis there will be car sharing, bike sharing, new transit service, streetcars, reduced off-street parking requirements, required off-street bike parking, and rapid construction of new pedestrian and bicyclist infrastructure. The Bicycle Master Plan (2005) and Pedestrian Plan have been succeeded by the pedestrian and bicycle elements of the city's latest transportation plan, MoveDC.

MoveDC Update

DDOT's Bicycle Lane Program has built 95 miles of bicycle lanes in the District since 2001

In December 2021 DDOT released the most recent version of the District's Transportation Plan, MoveDC. MoveDC continues in the same direction as previous planning documents, but in greater detail, and with more ambitious goals and methods. MoveDC is a 25 year plan. It proposes to (among other things):

Improve safety for all, especially vulnerable road users, by

- Implementing road diets to make streets safer.
- Making intersections safer for pedestrians
- Using Complete Streets principles to make streets and sidewalks safer for all users
- Designing public space to be people-focused
- Installing more car-free streets and plazas
- Expanding street tree coverage
- Making more efficient use of curb space
- Expanding the bicycle network

EXPANDING THE MULTIMODAL NETWORK

MoveDC identifies a bicycle priority network within the city, as well as pedestrian, transit, freight, and auto priority networks. DC recognizes that while every street should serve all permitted users, not every street can serve all users equally well.

MoveDC proposed adding twenty miles of protected bike lanes per year for three years, **building more trails in the (National) Capital Trail Network**, as well as adding more public and private bike parking, expanded access to bike sharing and micromobility, and signed neighborhood bike routes.

MoveDC will fill major gaps in the regional bicycle network, and improve connections between the District, Maryland and Virginia. MoveDC proposes a new bicycle and pedestrian crossing of the Potomac River at the Long Bridge, and three new crossings of the Anacostia. Other bridges that currently have outmoded bicycle and pedestrian facilities will be upgraded.

MARYLAND

Maryland adopted its first Bicycle and Pedestrian Access Plan in 2002. Under that plan the State made numerous advances in promoting bicycling and walking. MDOT invested more than $283 million in non-motorized transportation projects to improve bicycling and walking conditions over the last decade. The proportion of total highway expenditures dedicated to bicycle or pedestrian programs increased from 2% to 4% over the last decade.

"Maryland will be a great place for biking and walking that safely connects people of all ages and abilities to life's opportunities."

The State also created a number of grant programs, including the **Maryland Bikeways Program,** which provides $3 million per year in technical assistance to a wide range of bicycle network improvements, and the **Maryland Bikeshare Program** provides grants to communities interested in adding a bikeshare system.

Maryland State Highway Administration adopted Complete Streets policy in 2012.

The current Maryland Twenty-Year Bicycle and Pedestrian Master Plan (2019) calls for a Complete Streets approach. Complete Streets in Maryland means that the state transportation network will address the needs of all users, regardless of travel mode. It does not, however, mean that all users will have equal priority on all roadways. Design is to be appropriate for the land use and context, including Urban Centers, Towns and Suburban Centers, Rural and Agricultural Areas, and Natural Areas.

Figure 11: 2040 Maryland Bicycle and Pedestrian Master Plan 2019 Update

The initial focus will be to support biking and walking in urban centers and main streets. MDOT will pilot a Bicycle and Pedestrian Prioritization Area (BPPA) program to foster collaboration with local jurisdictions and support

the development of connected bicycle and pedestrian networks in high need locations.

Maryland has also published *Accessibility Policy and Design Guidelines for Pedestrian Facilities along State Highways* (2010), *Bicycle Policy and Design Guidelines* (2015), the *Maryland Context-Driven Design Guide* (2020), a *Strategic Trails Implementation Plan* (2009), a bicyclist education video, and other materials designed to share information on best practices with respect to the engineering, education, and enforcement aspects of walking and bicycling.

A Bicycle and Pedestrian Advisory Committee advises State government agencies on issues directly related to bicycling and pedestrian activity including funding, public awareness, safety and education.

VIRGINIA

"VDOT will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking."

In 2004, the Virginia Department of Transportation released its Policy for bicycle and pedestrian accommodation, which commits VDOT to routinely accommodating pedestrians and bicyclists as part of all new construction and reconstruction projects, unless exceptional circumstances exist.[21]

Since 2004 VDOT has developed a process to ensure that bicycle and pedestrian accommodations are provided in accordance with the policy. The Bicycle and Pedestrian Accommodations Decision Process gives designers a step by step process to determine if bicycle / pedestrian accommodations are appropriate for the characteristics of a particular roadway, and a Bicycle and Pedestrian Accommodations list and a design guide provides project managers with a menu of possible accommodations. A series of implementation guidance documents for localities have also been developed to improve communication between agencies regarding planning and accommodation of pedestrians and cyclists under terms of the 2004 policy.

Virginia requires new developments to connect with the surrounding streets

VDOT maintains all roads in Virginia outside of urban areas, including thousands of miles of residential streets originally built by developers. In view of the importance of secondary streets for vehicular, pedestrian, and bicycle movement, VDOT has revised its Secondary Street Acceptance Requirements (SSAR) to mandate higher levels of street connectivity in urban areas, as well as adequate pedestrian accommodation. New streets and developments are required to connect to the surrounding streets and future developments in a way that adds to the capacity of the transportation network.

[21] www.virginiadot.org

The policy divides Virginia into "compact", suburban, and rural areas, with graduated connectivity requirements for each. Narrower streets, traffic calming and "context-sensitive" design are encouraged where appropriate.

New development proposals initially submitted to counties and VDOT after June 30, 2009, must comply with the requirements of the SSAR. Cul-de-sac development patterns have long been an obstacle to walking or bicycling in suburban areas. More direct, traffic-calmed secondary streets will allow more people to walk or bike to local destinations.

Virginia has adopted a fairly stringent set of requirements mandating accommodation of pedestrians and bicyclists on both public roads and private developments which are accepted by the State for maintenance, which in Virginia means almost all development. Since these requirements have gone into effect, many additional bicycle and pedestrian facilities have been built.

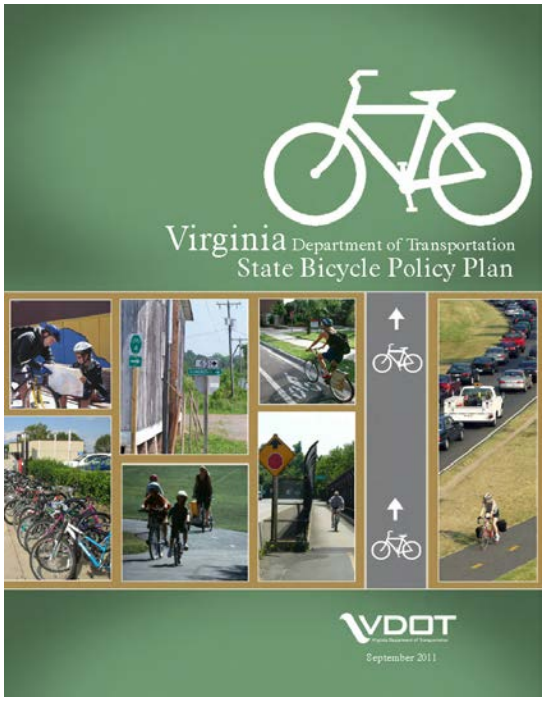

Figure 12: Virginia State Bicycle Policy Plan

Virginia State Bicycle Policy Plan

VDOT completed a State Bicycle Policy Plan in September 2011, which incorporates the policies discussed above. The plan calls for increased bicycling for all trip purposes, and a transportation system that "accommodates and encourages" bicycling by providing facilities for bicyclists of all ages and abilities. It also calls for better data gathering and benchmarking of bicycling, coordination with various stakeholders, and recommends a number of strategies to improve implementation of VDOT's 2004 policy for bicycle and pedestrian accommodation.

The plan provides some guidance on bicycle facilities to be used. Bicycle lanes and paved shoulders are recommended over other bicycle facilities. Restriping travel lanes, or "road diets" are recommended as a way to provide bicycle lanes within the current right of way. Actuated traffic signals that detect bicycles, and bicycle compatible drain grates should be used on all roads where bicycles are permitted. A signed bike route should have at least a bicycle level of service "C".

Virginia State Pedestrian Policy Plan

VDOT completed the Pedestrian Policy Plan. Released in September 2014, this document is a complement to the Bicycle Policy Plan.

The plan establishes a vision for the future of walking in Virginia and advances the walking element of the Commonwealth Transportation Board's Policy for Integrating Bicycle and

Pedestrian Accommodations consistently, appropriately and cost-effectively. The plan addresses implementation of both the Bicycle and the Pedestrian Policy Plans.

Northern Virginia Bikeway Study

This study and network map, which were completed in 2004 and updated in 2015, used latent demand analysis to determine the most promising portions of a network of regionally significant bicycle routes in Northern Virginia. As of 2015, 108 miles of the 544 mile network had been built.

Local Bicycle and Pedestrian Planning

The Washington Region is fortunate to host a community of agencies and consultants that are advancing the national practice of bicycle and pedestrian planning.

Planning for Active Transportation has become mainstream in the Washington region. Nearly every jurisdiction has completed a bicycle or pedestrian plan, and nearly all of them have bicycle, pedestrian, or trail planners. Larger agencies with ambitious programs, such as DDOT, have many people working full time on active transportation.

Table 1 shows local and state plans and studies and the year published. Jurisdictions and agencies drew projects from these individual plans and submitted them for incorporation into the Regional Bicycle and Pedestrian Plan. Local plans may include unfunded projects.

Table 1: Bicycle and Pedestrian Plans in the National Capital Region

Jurisdiction/Agency	Plans/Studies	Year(s)
Arlington County	Arlington Master Plan -Pedestrian Element, Bicycle Element	2011, 2019
City of Alexandria	Transportation Master Plan – Pedestrian and Bicycle Chapter	2016
District of Columbia	District of Columbia Bicycle Master Plan, District of Columbia Pedestrian Master Plan, MoveDC	2005, 2009, 2014, 2021
Charles County	Charles County Bicycle and Pedestrian Master Plan	2012
City of Fairfax	Bike Fairfax City Plan	2021
City of Falls Church	Bicycle Master Plan	2015
Fairfax County	Fairfax County Bicycle Master Plan	2014
Frederick County	Frederick County Bikeways and Trails Plan	2018
City of Gaithersburg	Transportation Plan, Bikeways and Pedestrian Plan	2010
Greenbelt	Greenbelt Bicycle and Pedestrian Master Plan	2013
Town of Herndon	Bicycle Network Master Plan	2019
City of Laurel	Bikeway Master Plan	2009
Loudoun County	Loudoun County Bicycle and Pedestrian Master Plan	2003
City of Manassas	City of Manassas Transportation Master Plan	2019
Maryland Department of Transportation	Maryland Twenty Year Bicycle and Pedestrian Master Plan SHA Complete Streets Policy	2019, 2014, 2012, 2008
M-NCPPC – Prince George's County	County Master Plan of Transportation – Bikeways and Trails	2009
Montgomery County	Montgomery County Bicycle Master Plan	2018
National Capital Planning Commission	Comprehensive Plan for the National Capital - Transportation	2020
National Capital Region Transportation Planning Board	Bicycle and Pedestrian Plan for the National Capital Region	2006, 2010, 2014, 2021
National Park Service	Paved Trails Plan Active Transportation Guidebook	2016 2018
Prince William County	Transportation Plan – Nonmotorized	2016
City of Rockville	Bikeway Master Plan	2017
Virginia Department of Transportation	Virginia Pedestrian and Bicycle Policy Plans	2014, 2011
Virginia Department of Transportation, Northern Virginia Office	Northern Virginia Regional Bikeway and Trail Network Study	2015
WMATA	Metrorail Bicycle & Pedestrian Access Improvements Study Station Area Planning Guide Bust Stop Amenity Reference Guide	2010 2017 2019

PLANNING FOR A "LOW STRESS" NETWORK

Montgomery County will increase the share of bike trips that can be accomplished entirely on low stress streets from 16% to 50%.

Most bicycle and pedestrian plans involve designating a bicycle and pedestrian network, and then determining the appropriate facility type and priority for implementation. Some agencies, however, are starting to take a slightly different approach, by first analyzing the "level of stress" for bicyclists or pedestrians on their existing street network, and then using the results to prioritize those improvements.

For example, the Montgomery County has adopted the goal of a "low-stress" bicycle network, accessible to people of all ages and abilities. While about 75 percent of the roads in the county are already low-stress, they are often surrounded by high speed and high volume roads or difficult intersections, effectively creating islands of bikeability and walkability, cut off from most useful destinations.

Figure 13: Montgomery County Bicycle Plan

The goal is to connect these islands of bikeability and increase the share of bicycle trips that can be accomplished entirely on low-stress facilities from 16% to 50%. The County will also sharply increase the percentage of residences within two miles of a high-capacity transit station that have low-stress bike access to that station, as well as the percentage of schools and other public facilities that are easily accessible by bike.

METRORAIL SILVER LINE ACCESS

Since 2010 one of the most significant changes in the region has been the extension of the Metrorail to Tysons Corner in Fairfax County towards Dulles Airport and beyond. This Metrorail extension is generating new, walkable development.

Tysons, already the second-largest commercial center in the region, is undergoing a dramatic transformation from an auto-oriented commercial "edge city" to a mixed-use urban downtown. The four new Metrorail stations in Tysons provide the foundation for this shift. Pedestrian and bicycle access is critical to making a redeveloped Tysons work.

Other Silver Line stations along the Dulles Tollway serve park and ride commuters, but also incorporate

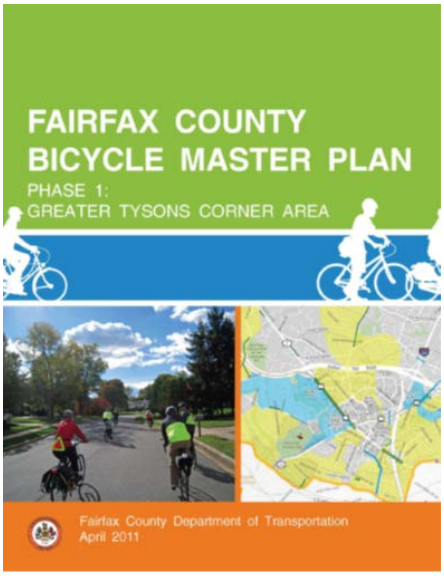

Figure 14: Tysons Area Plan

some development and pedestrian and bicycle access, in an area which has been overwhelmingly oriented towards driving. A future phase of the Silver Line will extend into Loudoun County, which is preparing station-area pedestrian and bicycle access plans.

Safe Routes to School

Safe Routes to School is a national movement that encourages students to travel to and from school by walking or bicycling. Safe Routes to School efforts are supported by parents, schools, community leaders, Safe Routes to School coordinators and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. The Safe Routes to School movement in the United States grew rapidly with a federal funding program starting in 2005. In 2012, Safe Routes to School was incorporated into the Transportation Alternatives program, but Safe Routes to School programs continue to grow.

DC Schools Teach Students How to Ride Bikes

In the Washington region, Safe Routes to School programs have flourished. The majority of school systems in the region have access to a Safe Routes to School coordinator either within the school district or in the department of transportation.

WMATA BICYCLE AND PEDESTRIAN ACCESS PLANNING

In recent years WMATA has become a regional leader in pedestrian and bicycle access and safety, both on and off WMATA property. WMATA's priorities include signage and crosswalk striping on and around stations, designated and improved bicycle access routes into stations, resurfacing deteriorated sidewalks, lighting, and high security bicycle parking.

METRORAIL ACCESS NEEDS

Improving pedestrian and bike access at and around stations is often a more cost-effective way to boost ridership than to add car parking or connecting bus service. Approximately 45% of Metrorail customers live within walking or bicycling distance from a station (up to 3 miles).

TRANSIT ORIENTED AND JOINT DEVELOPMENT

Walkable and bikeable station areas will have a positive and mutually reinforcing impact on Metro's Joint Development programs and local government's encouragement of Transit Oriented Development (TOD). Bringing more people out into the streetscape will increase visibility and safety of those on foot and bike, while also demonstrating the viability of similar future developments.

In its 2010 *Metrorail Bicycle and Pedestrian Access Improvements Study* WMATA identified pedestrian and bicycle access problems at its Metrorail stations. A number of the projects identified as part of that process, totaling $25 million, have been funded in WMATA's Capital Improvement program. A few examples of completed projects are shown in Figure 15.

Figure 15: Access to Metrorail/WMATA

WMATA also identified "hot spots" of short distance auto access, i.e., places where people live close enough to walk to Metro, but do not, and studied those areas to find out what was missing.

WMATA's 2017 *Station Area Planning Guide* provides concise, clear design guidance for station site and access planning at Metrorail stations. The guide is meant to enhance user access and promote transit-oriented development around the station. Access hierarchies are provided for different station types. Intended users include WMATA, jurisdictional planners, related government agencies, and WMATA's real estate partners.

METROBUS ACCESS

Bus stops are often located in areas that lack safe crossings or sidewalks. There have been efforts over the years to inventory and improve conditions. WMATA published a Bus Stop Amenity Reference Guide in 2019, which together with previous bus stop siting and design guidelines will continue to improve access and conditions for bus riders.

Outlook

Policies in the Washington region have become more favorable to walking and bicycling over the last three decades, and the change has only accelerated since 2015. Bicycling and walking have become an integral part of transportation planning at all levels. The Federal, State, and local policy context has changed in ways that make it more likely that the goals of these plans will be met. Pedestrian and bicycle accommodation is no longer an optional "amenity"; it is built into nearly every project and new development. The effects of the policy changes have become evident in the way people live, work, and travel in our region.

Implementation of walk and bike friendly policies is likely to accelerate. As the cleanest, most energy efficient modes of transportation, walking and bicycling play a significant role in addressing the challenge of climate change, while continuing to address the issues of congestion, health, air quality, safety, access, and economic development.

CHAPTER 2: BICYCLING AND WALKING IN THE WASHINGTON REGION

Introduction

This chapter discusses bicycling and walking trip mode shares in the Washington region. It draws on a number of sources, including the TPB's Regional Travel Survey, the US Census Bureau's American Community Survey, the National Household Travel Survey, the Commuter Connections State of the Commute survey, WMATA's Passenger Rail Survey, and various bicycle and pedestrian counting programs. It compares walking and bicycling in the Washington region with national trends, as well as trends in other major metropolitan areas.

Data Sources

The data sources each have their own strengths and weaknesses, and the samples and information tracked are different. The US Census Bureau's American Community Survey has the largest sample size, but it does not track non-work trips. The TPB's Regional Travel Survey is the best source for non-work trips, but it is conducted only once every ten years. The Commuter Connections *State of the Commute* survey, which is conducted every three years, surveys employed adult residents, and asks questions about demographics and attitudes towards the commute not found in other sources, though the sample size limits geographic specificity at sub-regional levels.

OVERVIEW

Residents of the Washington region walk and bicycle slightly more than in the nation as a whole. Bicycling has grown faster in the Washington region than in other large metropolitan areas.

Nationally, 12% of all trips are made on foot or by bike

The walk and bike modes are more common than the census commute mode numbers would lead one to believe. Work trips account for about one quarter of all trips and walking and biking are more common for other purposes. According to the National Household Travel Survey 12% of all trips taken in the U.S. are on foot or by bike.[22]

Geography/urban design, age, race, ethnicity, gender, and car ownership can affect the decision to walk or bicycle.

People living in households without cars are more likely to walk or bicycle than those that have one, and those living in households with only one car are more likely to walk or bicycle than those owning two. Whites are more likely to bicycle than African-Americans or Hispanics.

[22] https://nhts.ornl.gov/assets/FHWA_NHTS_Brief_Bike%20Ped%20Travel_041520.pdf

Men are more than twice as likely to bike to work as women, 0.7% to 0.3%. [23]

Regionally, bicycling and walking are concentrated in the urbanized areas of the Washington region, especially areas near downtown D.C. and certain Metro stations, as well as college campuses and military bases.

In the past decade walk mode share for all trips in the Washington region has stabilized, while bike mode share has grown, especially in the urban core.

There is potential to convert short auto trips to walk or bike. Transit and walking are interdependent, with 80% of bus and 60% of Metrorail access trips on foot. Pedestrian access to Metrorail has grown over the last decade, while motor vehicle access has fallen. Bicycling to transit is less common than walking and varies greatly by Metro station, with the highest rates of bicycle access found west of the Anacostia River.

Trips in the Urban Core are Mostly Short Enough to Walk or Bike

US CENSUS BUREAU INFORMATION

The US Census Bureau's American Community Survey data is the best source of information on work trips. The five-year rolling averages are reasonably accurate down to the census tract level. At a national level, in 2019 2.7% of Americans walked to work, and 0.5% bicycled to work. In the Washington region 3.3% of workers walked to work, while 0.9% bicycled to work.

Bicycling is growing faster in the Washington region than in other large Metro Areas

	Pedestrian Commuting in the Ten Largest Metropolitan Areas[24]	% Walk to Work 2000 Census	% Walk to Work 2006-2008	% Walk to Work 2008-2012	% Walk to Work 2015-2019
1	New York	5.55%	6.2%	6.2%	5.9%
2	Boston	4.12%	4.8%	5.3%	5.4%
3	San Francisco	3.25%	4.2%	4.3%	4.7%
4	Philadelphia	3.88%	3.7%	3.7%	3.6%
5	Washington	3.10%	3.0%	3.2%	3.3%
6	Chicago	3.13%	2.9%	3.1%	3%
7	Houston	1.62%	1.5%	1.4%	3%
8	Los Angeles	2.56%	2.6%	2.7%	2.5%
9	Detroit	1.83%	1.5%	1.4%	1.4%
10	Dallas-Fort Worth	1.48%	1.3%	1.2%	1.2%
	United States	2.93%	2.8%	2.8%	2.7%

Table 2: Pedestrian Commuting in Large Metropolitan Areas

[23] https://data.census.gov/cedsci/table?q=coummute%20mode%20united%20states&text=S0801&g=0100000US_0500000US51179&tid=ACSST1Y2019.S0801

[24] 2000 US Census, 2006-2008, 2008-2012 American Community Survey, 2015-2019 American Community Survey

	Bicycle Commuting in the Ten Largest Metropolitan Areas	% Bike to Work 2000	% Bike to Work 2006-2008	% Bike to Work 2008-2012	% Bike to Work 2015-2019
1	San Francisco	1.12%	1.4%	1.7%	1.9%
2	Boston	0.38%	0.7%	0.9%	1.1%
3	Washington	0.30%	0.5%	0.6%	0.9%
4	Los Angeles	0.63%	0.7%	0.9%	0.7%
5	Chicago	0.31%	0.5%	0.6%	0.7%
6	New York	0.30%	0.4%	0.5%	0.7%
7	Houston	0.30%	0.3%	0.3%	0.7%
8	Philadelphia	0.33%	0.5%	0.6%	0.6%
9	Detroit	0.18%	0.2%	0.2%	0.2%
10	Dallas--Fort Worth	0.14%	0.2%	0.2%	0.1%
	United States	0.38%	0.5%	0.6%	0.5%

Table 3: Bicycle Commuting in Large Metropolitan Areas

Long Run Trends

Throughout the second half of the 20th Century, driving increased, while walking bicycling, and public transportation declined. In 2000 2.93% of Americans walked to work, and 0.38% bicycled. By comparison, in 1960 9.9% of workers walked to work.[25] The number of people driving alone rose from 73.2% in 1990 to 75.7% in 2000, while use of public transportation fell by 0.5%.

In the 21st Century, solo driving, transit, walking and bicycling mode shares have stabilized. 76.3% of workers drove alone in 2019, which is essentially the same as in 2000, and public transportation grew from 4.7% to 5%.

The 20th Century trend towards less walking and bicycling also applied to the Washington Metropolitan Statistical Area (MSA). From 1990 to 2000, the walk to work mode share fell from 3.9% to 3.1%. In the first two decades of the 21st Century walk mode share rose slightly, to 3.3%, while bike mode share tripled, to 0.9%.

[25] 1960 Census of Population, Characteristics of Population, United States Summary

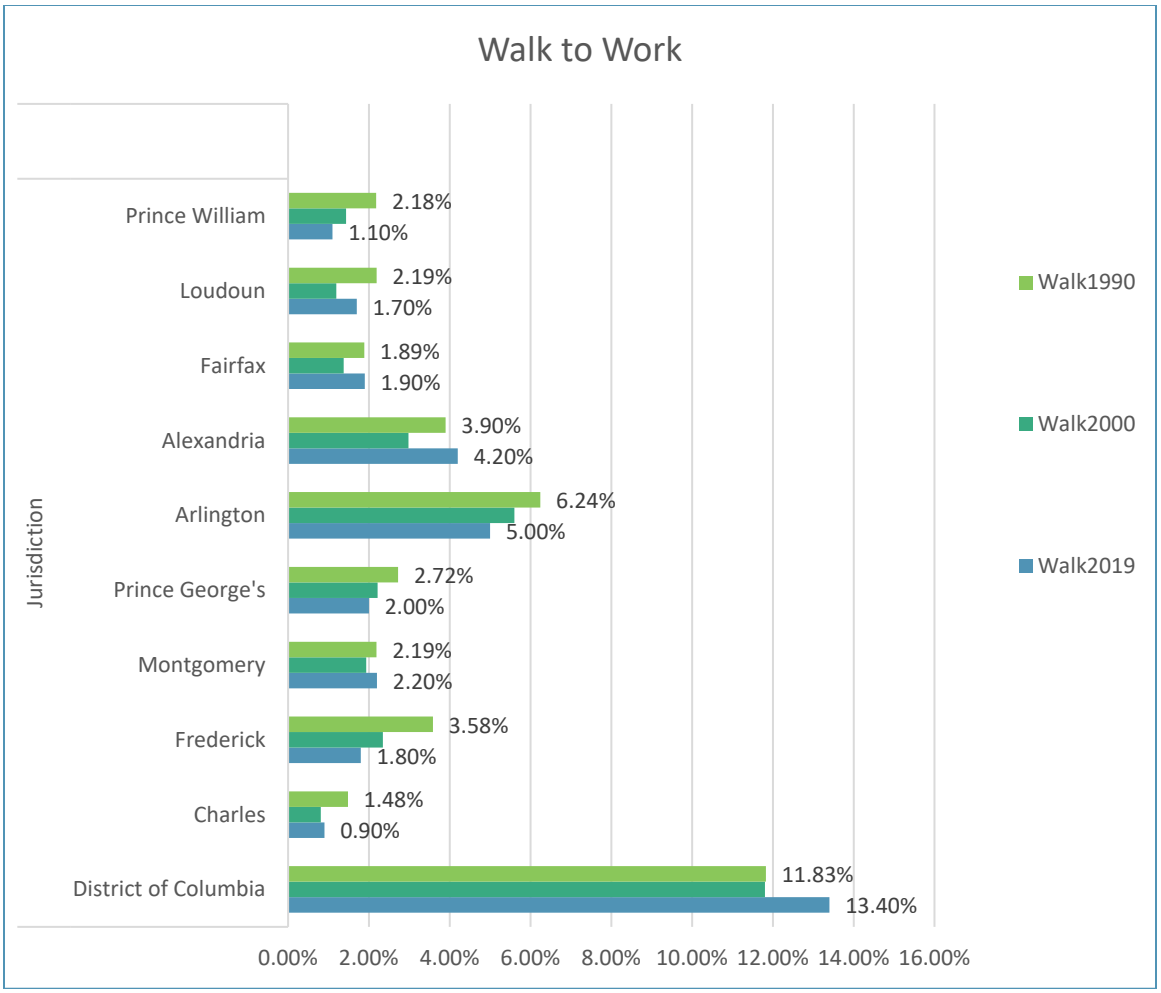

Figure 8: Walk to Work Washington MSA/US Census Bureau

The urban core of the Washington region, consisting of the District of Columbia, Arlington, and Alexandria saw major gains in bicycling between 1990 and 2019. The District of Columbia increased its bicycle commute mode share by a factor of six, and Arlington and Alexandria tripled theirs.

Montgomery County also tripled its bike commute mode share, to 0.6%.

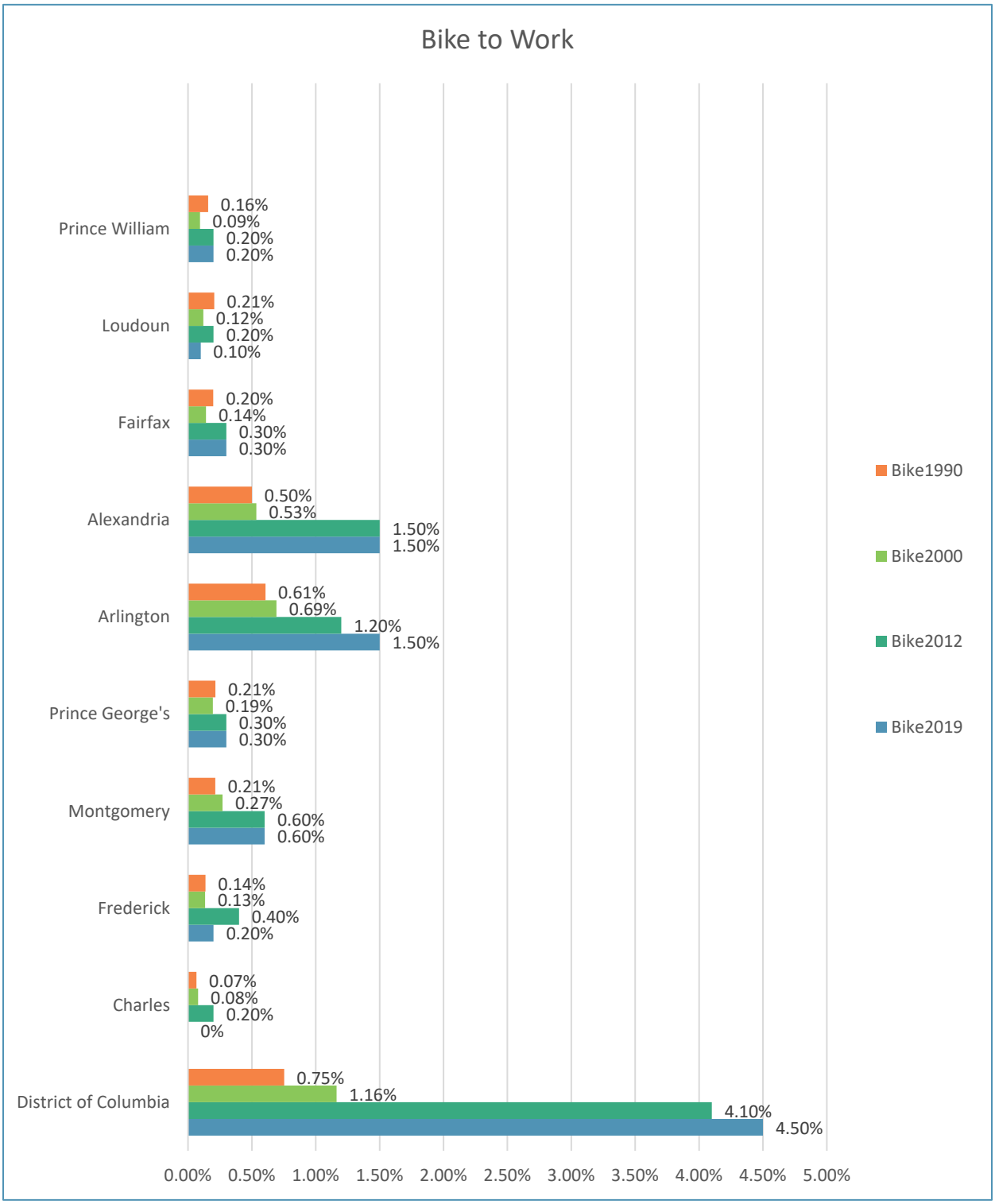

Figure 9: Bike to Work Washington MSA/US Census Bureau

Mode Share by Census Tract

The Census Bureau provides an application that shows American Community Survey five-year data at the census tract level, including walk commuting numbers.[26]

Walking and bicycling are hyper-local, with big differences between census tracts even within the same city or county.

In the Washington region, bicycling and walking are concentrated in the neighborhoods surrounding downtown D.C., Capitol Hill, and North Arlington. Downtown DC and the surrounding neighborhoods show the highest walk mode shares, as much as 52%, while those a little further out have the highest bike mode shares. Outside DC, North Arlington, Old Town Alexandria, downtown Bethesda, and the City of Frederick have the highest (non-campus) walk mode shares.

College campuses and military bases such as University of Maryland, Ft. Myers, the National Institute of Health, George Mason, Howard, Georgetown and Gallaudet all have high walk and bike mode share.

Census tracts abutting major facilities such as the W&OD, the C&O, and the Mt. Vernon Trails tend to show higher levels of bicycling than the surrounding suburban tracts. However, the highest bike mode share by far is in the ring of neighborhoods within easy biking distance of downtown DC, on where bike commute mode share is on the order of 10-15%. A dense network of on-street bicycle facilities, and proximity between housing and employment, seems to be more predictive of bicycling than an isolated trail.

NATIONAL HOUSEHOLD TRAVEL SURVEY

9% of weekday walk/bike trips in the US are trips to work

The Federal Highway Administration's Household Travel Survey is the best national source for non-work trips. It includes trips made by all modes of travel, and for all purposes.

According to the 2017 National Household Travel Survey (NHTS), Americans ages 5+ reported more than 42.5 billion trips by walking or biking. These trips averaged 1 mile in length and 16 minutes in duration and comprised almost 12% of all trips annually (across all modes and purposes).[27]

Only 9% of weekday non-motorized trips were commute trips. Another 2% were work-related. Weekend work trips were only 4% of the total. 37% of weekday trips were social/recreational, as were 49% of weekend trips.

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[26] https://data.census.gov/cedsci/. A training video is also available at https://www.census.gov/data/academy/data-gems/2020/how-to-access-data-for-your-neighborhood.html.

[27] https://nhts.ornl.gov/assets/FHWA_NHTS_Brief_Bike%20Ped%20Travel_041520.pdf

2017/2018 REGIONAL TRAVEL SURVEY

Figure 9: Core, Inner Suburbs, Outer Suburbs/TPB Regional Travel Survey Presentation

The TPB's once-in-a-decade Regional Travel Survey (RTS) helps paint a detailed picture of the daily travel patterns of people who call this region home. The survey, which has been conducted approximately every ten years since 1968, collects demographic and travel information from a randomly-selected representative sample of households in the region and adjacent areas. It is the primary source of observed data used to estimate, calibrate, and validate the regional travel demand model, which is used for the travel forecasting and air quality conformity analysis of the region's long-range transportation plan. The survey data are also used to analyze travel trends and for other key program activities. Over 16,000 households responded to the 2017/2018 survey.

The initial results of the 2017/2018 RTS were made available in a series of presentations.[28] TPB staff have prepared tabulations that provide insights on travel patterns in the region.[29]

The Regional Transportation Data Clearinghouse (RTDC) RTS Tabulations are an online resource for the RTS data to be used by practitioners, researchers, and other stakeholders.

Mode Shares in 2017/2018

The RTS shows that commute trips are only about a quarter of the total trips in the region. Drive alone is less significant for all trips than it is for commuter trips, and walk is more significant.

[28] https://www.mwcog.org/documents/2020/01/21/regional-travel-survey-presentations-regional-travel-survey-tpb-travel-surveys/

[29] https://www.mwcog.org/documents/2021/02/11/regional-travel-survey-tabulations-regional-travel-survey/

Table 4: All Trips/RTS

	TPB Region	
Travel Mode	**N**	**%**
Drive Alone	40784	39.9
Drive Others	13141	15.8
Auto Passenger	15429	21.5
Rail Transit	5895	5.0
Bus Transit	2080	2.0
Walk	**10555**	**9.6**
Bike	**1292**	**1.4**
Ride-Hail/Taxi	1200	1.0
School Bus	2022	3.4
Other	461	0.4

Table 5: Commute Trips/RTS

	TPB Region	
Travel Mode	**N**	**%**
Drive Alone	10046	62.2
Drive Others	507	3.4
Auto Passenger	627	4.1
Rail Transit	3541	17.6
Bus Transit	861	4.6
Walk	**766**	**3.8**
Bike	**480**	**2.6**
Ride-Hail/Taxi	255	1.3
School Bus	9	0.1
Other	54	0.2

Median Trip Distances

People will travel farther for work. For non-commute purposes, the median distances that people walk or bicycle are short.

Table 6: Trip Distances in Miles/RTS

Travel Mode	All	Commute	Non-commute
Drive Alone	4.3	9.3	3.1
Rail Transit	8.6	9.3	6.9
Bus Transit	3.3	4.5	2.9
Walk	**0.3**	**0.7**	**0.3**
Bike	**1.6**	**3.0**	**1.0**
Ride-Hail/Taxi	3.6	4.6	3.3

Changes Since the 2007/2008 Survey

Bike mode share in DC increased from 1.6% to 5.3%

- Bike mode share increased from 0.6% to 1.4% for all trips in the region.
- Walk mode share increased slightly, from 9.1% to 9.3%
- Dramatic increase in bicycle trips in the urban core
- Rail transit declined, and bus transit was stable.
- The differences between the urban core and the outer suburbs are becoming sharper. Walk/bike/ride hail increased in the urban core, while drive alone increased in the outer suburbs.

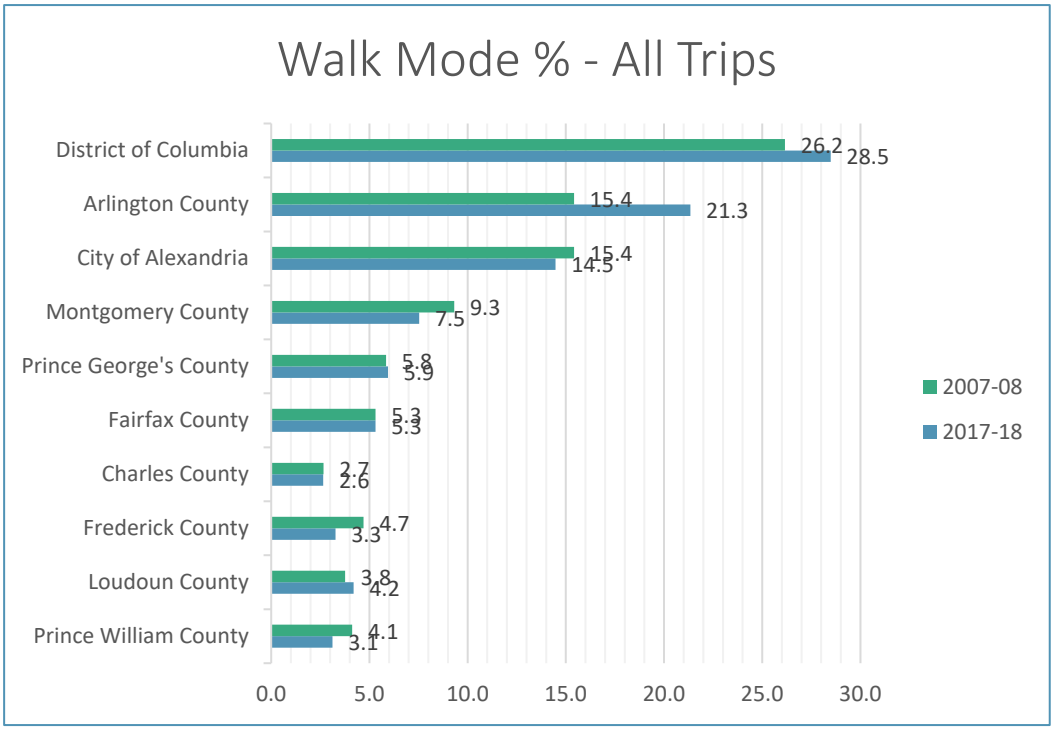

Figure 10: Walk Mode/RTS

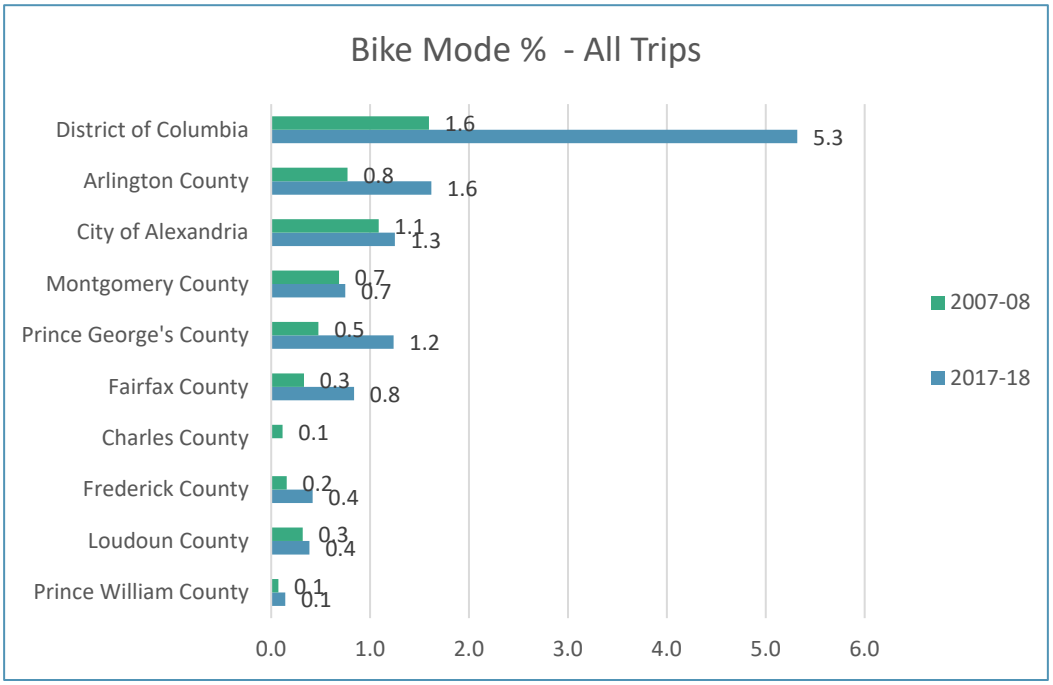

Figure 11: Bike Mode/RTS

BICYCLE/PEDESTRIAN COUNTS

Historically agencies have relied on manual counts of pedestrians and bicyclists, often carried out by volunteers. Manual counts have a number of disadvantages, notably cost, an inherently limited time window, unrepresentative counts due to weather events, and a lack of data on cyclists' and pedestrians' off-peak presence. As a result, there has been a move towards the use of automated bicycle and pedestrian counters. The number of automated counters in the region is still fairly limited.

Arlington County has by far the largest automated counting program in the region. Arlington's first two automated bike and pedestrian counters were installed in the fall and Spring of 2009-10 on the Custis and Four Mile Run Trails. They use a combination of in-ground inductive loops and passive infrared detectors to collect data on trail volumes and travel direction. The loops detect metal, which distinguishes a bicyclist from a pedestrian.

The County has 37 permanent installations, and six portable counters to gauge and monitor usage and demand. Mobile counters are used to estimate facility needs and guide negotiations with developers.

The data show that people continue to ride in bad weather, but are deterred by snow and ice on the trails which may not be plowed. Weekday bike traffic peaks during the morning and evening rush hours, while week-end traffic peaks mid-day.

BikeArlington Dashboard

Arlington automated counter data can be found on the BikeArlington dashboard, along with automated count data from Alexandria, DC, Montgomery County, and Prince George's County. The dashboard can be queried for pedestrians and/or bicyclists by time period, day of the week, direction, and a number of other variables.[30]

DDOT Counters & Dashboard

The District Department of Transportation (DDOT) maintains a system of automated counters to measure the number of people walking and biking. DDOT began installing these counters in 2014, and currently has 18 in operation. Counters have been installed in both bicycle lanes and trails. One location counts only pedestrians; 10 locations count only bikes; and 7 locations count people biking and walking.

DDOT monitors the continuous data stream to analyze trends in walking and biking, assess the value of its facility investments, and apply this data to plan for new bike lanes and trails. DDOT has created a dashboard where the public can view the counts at each counter.[31]

Regional Transportation Data Clearinghouse

Other bicycle and pedestrian counts from around the region, including both manual and automated counts, are posted on COG's Regional Transportation Data Clearinghouse.[32]

[30] https://www.bikearlington.com/counter-data/

[31] https://ddot.dc.gov/page/dc-automated-bicycle-and-pedestrian-counters

[32] https://gis.mwcog.org/webmaps/rtdc/

COMMUTER CONNECTIONS STATE OF THE COMMUTE SURVEY

Demographics and car ownership affect the decision to walk or bicycle to work. The best recent source of this demographic information on pedestrian and bicycle commuters in the Washington region is the 2019 Commuter Connections *State of the Commute Survey*.

The State of the Commute Survey is conducted every three years and documents regional trends in commuting patterns, such as commute mode shares and distance traveled, and prevalent attitudes about transportation services. The resulting data is used to estimate the impacts of several Commuter Connections program services, such as carpooling incentives. Several new modes, such as ride-hail and scooters/bikeshare, were added to the 2019 survey.

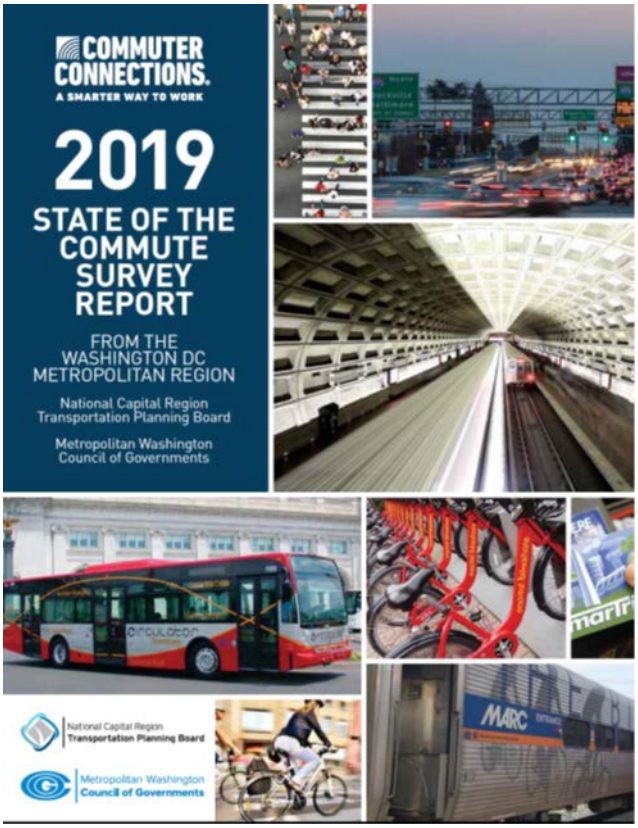

Figure 12: State of the Commute Survey Report

The survey had 8,246 respondents. It included Calvert County, in addition to the TPB member jurisdictions.

The *State of the Commute Survey*, like the US Census, measures work trips only.

All data in the following tables comes from the 2019 *State of the Commute Survey* unless otherwise noted. Walking and bicycling were not calculated separately in the *State of the Commute Survey* for the subcategories of race, ethnicity, income, age, and state of residence due to sample size issues. All mode shares are for primary commute mode, 3+ days per week. Walk/bike mode share varies by state of residence, number of vehicles in the household, ethnicity, and age.

Walk/Bike Mode Share

Walk mode in 2019 was 1.7%, and bike/scooter was 1.6%. Weekly commute trips made by biking/scooter/walking were evenly divided between the two modes. Scooters accounted for only 0.1% of total commute trips.

Nearly one in four bike commuters used a rented bike, either a Capital Bikeshare bicycle (16%) or a dockless bike (7%) on some days.

Trip Satisfaction

92% of bike/walk commuters reported being satisfied with their commutes, the highest of any commuter mode. Drive alone commuters were the least happy. Only 45% of drive alone commuters reported being satisfied with their commutes, a steep decline from 57% in 2013. Drivers and carpoolers were also more likely to report that their commutes were getting worse. Bike/walk commuters typically have shorter commutes and are able to avoid traffic congestion.

Bicyclists and Pedestrians are the happiest Commuters

Of commuters who had recently moved, 3% reported that the availability of protected bike lanes was a factor. Three percent also reported that access to a bikeshare station was important. Access to Metrorail ranked far higher, at 44%.

People who walked or biked listed the major benefits as “get exercise” (80%), “avoid stress” (32%), and “save money” (23%).

Bike/Walk by Demographics

Five percent of bike/walk commuters were under the age of 35. Two percent were 55 or older. Younger people are also more likely to use bike share and e-scooter services.

Sex and income had little effect on bike/walk.

Bike/walk use was highest among white respondents, at 6%. Hispanics reported a 2% bike/walk mode share, and African-Americans 1%. Drive alone shares were similar for all three groups.

Motor Vehicles per Household

Vehicles per household is a strong predictor of mode share – the more cars per adult, the more driving. Non-work trips also shift sharply away from walking in households that have at least one car per adult.

16% of People Without a Car Walk or Bike to Work

Not having a car is also associated with more use of bike share, scooting, transit, and ride-hailing apps. 23% of people living in households with no car had used bike share, and 13% had used an e-scooter service. Having less than one car per adult in the household also had a positive effect on the use of these modes. Having a least one car per adult is predictive of more driving.

Geography

17% of DC residents biked or walked to work, versus 1% for Maryland residents, and 2% for Virginia residents. 13% of residents of the urban core jurisdictions biked or walked to work, and only 37% drove alone.

Distance and Time

Average commute distance was 17.1 miles. About one-third (34%) of respondents commuted fewer than 10 miles one-way, and 16% commuted less than five miles.

16% of Commutes in the Region are less than 5 miles

Bicyclists reported an average commute distance of 4.2 miles, and pedestrians reported an average distance of one mile. Trip times were 24 and 15 minutes respectively. Average commute time for the region for all modes was 43 minutes.

Travel distances to alternative meeting points, such as transit stations and park and rides, are short, typically less than three miles.

WALKING AND BICYCLING TO TRANSIT

Mode of Access

Walking is the dominant mode of access to transit. Census Bureau-reported walk to work mode share does not include walk trips to transit, since a walk trip to transit is counted as a transit trip rather than as a walk trip. In areas with high transit ridership the Census walk to work numbers significantly undercount the amount of walking to or from work.

In 2016 WMATA surveyed passengers at all 91 of its Metrorail stations. The primary purpose of the survey was to estimate the percentage of total ridership residing in each jurisdiction. Passengers *entering* each Metro station were queried throughout the entire day, so the "mode of access" number for any given Metro station includes both people on their way to work or some other destination, and those on their way home. "Mode of Access" is the mode people use to get to the station, not to leave it.

In 2016 62% of all Metrorail passengers walked to the station and 0.6% arrived by bicycle, essentially the same as in 2012.

However, the AM peak results, which as of 2016 are the best measure of how people access the system (as opposed to any particular station), show higher auto mode and bus mode of access. Pedestrian mode of access for the AM peak was 40%, up from 37% in 2012 , and 33.3% in 2007. Bike access was 1%, the same as in 2012. Drive mode fell from 25.6% in 2012 to 21.5% in 2016.

As of 2016, WMATA was making significant progress increasing walk mode and decreasing drive mode of access to the system.

Distribution

Mixed Use Development near stations has increased Pedestrian Access to Metrorail

Mode of Access varies greatly by station, from Arlington Cemetery and Convention Center stations, with 97%+ access by foot, to New Carrollton Station, with 6% access by foot. The thirty-six stations with the greatest share of pedestrian access (as a percentage of total passengers accessing that station) are all located in the District of Columbia, Arlington, or Alexandria.[33]

Stations with a very high share of pedestrians tend to be major employment centers, with people walking from work to the station, rather than from home to the station. However more than half the top twenty Metro stations for pedestrian access are mixed-use areas with significant residential, retail, or entertainment, which in many cases didn't exist twenty years ago.

Figure 13: NOMA Station Area/TPB/Michael Farrell

[33] Appendix E: Origin Station Sorted by All Day Walk Mode of Access.

The bicycle mode of access to Metrorail ranges from 4% at Medical Center, McLean, East Falls Church, Braddock Road, and West Hyattsville to zero at 48 stations.[34] Stations with more bicycling tended to be located in the western portion of the region, have access to a major shared-use path, be near a major University, and/or be located in an area with a bicycle-friendly street grid. Stations with no bicycling are either in dense urban employment centers with no bicycle parking, or are located in the southeastern portion of the region.

OUTLOOK

Walking and bicycling taken together are significant travel modes in the Washington region, especially for non-work trips, and for trips to transit. Walking is the larger mode, and is growing slowly. Cycling is less common, but is growing rapidly.

Rapid Growth in the Urban Core and Regional Activity Centers favors Walking and Bicycling

Exurban and outer suburban areas have developed in ways that often make utilitarian walking and bicycling difficult and dangerous, with long distances, lack of direct routes, heavy and fast automobile traffic, and incomplete facilities for walking or bicycling. They typically have low levels of walking and bicycling.

The story in urban areas is different. In the District of Columbia, Arlington, Alexandria, and portions of Montgomery, Prince George's, and Frederick Counties, walking and bicycling are growing.

Since 2010 the urban core jurisdictions have captured a larger share of the region's growth, and have expanded their share of the region's population, a trend which if it continues will help increase walking and bicycling.

It is likely that urban core and inner suburban communities will develop over the next thirty years in ways that will be conducive to walking and bicycling. Many inner suburban activity centers have already reached critical levels of traffic congestion, and regional projections call for rapid employment growth in these same areas.

[34] 2016 WMATA Rail Passenger Survey.

From 2015 to 2045, 76 percent of job growth and 64 percent of household growth is expected to occur in Activity Centers.[35] Under "Complete Streets" policies most of this new development will be walkable and bikeable.

A prominent example is the ongoing transformation of Tysons Corner, a classic auto-oriented commercial center, into a walkable downtown built around Metrorail.

If growth occurs in ways that are consistent with the TPB's regional plans and forecasts, creating activity centers that mix jobs, housing and services in a walkable environment, we can expect growth in walking and bicycling in the inner suburbs as well as in the core.

Figure 13: Growth Trends to 2045

[35] https://www.mwcog.org/documents/2018/10/17/growth-trends-cooperative-forecasting-in-metropolitan-washington-cooperative-forecast-growth--development/

CHAPTER 3: PEDESTRIAN AND BICYCLE SAFETY

Pedestrian and bicycle fatalities and injuries are a serious problem in the Washington region. More than one quarter of all traffic fatalities in the region are pedestrians or bicyclists. Every jurisdiction has a significant pedestrian safety problem. Pedestrian and bicyclist fatalities account for at least 7% of total traffic fatalities in every major jurisdiction.

While all areas and demographic groups are affected, some groups are more affected than others. Urban areas and inner suburban areas are more heavily affected than the outer suburbs, Hispanics and African-Americans more than Whites and Asians.

Adjusted for their high walk and bike mode shares, the urban core jurisdictions are the safest places to walk or bicycle.

This section will describe the scope of the pedestrian and bicycle safety problem, its distribution across the region by jurisdiction, a look at the factors associated with pedestrian crashes, and the legal rights and responsibilities of drivers, pedestrians, and bicyclists. It will also discuss the region's efforts to deal with the problem through the "Street Smart" pedestrian and bicycle safety campaign, and the Regional Roadway Safety Program.

Pedestrian Fatalities in the United States

Pedestrian safety is a major problem nationally as well as in the metropolitan Washington region. Of the 36,408 traffic fatalities in the United States in 2019, 6,301, or 17%, were pedestrians.[36]

Pedestrian Fatalities are up 46% nationally since 2010

Pedestrian fatalities are up 46% nationally since 2010. All other traffic fatalities are up 5%. This is a reversal of a decades-long trend towards reduced traffic and pedestrian fatalities. The last time pedestrians accounted for 17% of traffic deaths was in 1982.

The United States is an outlier in this respect. From 2010 to 2018 per-capita fatality rates in the US rose by 19% for pedestrians and 11% for cyclists. Northern European countries either saw no increase or continued to see reductions in pedestrian fatalities during this period.[37] Walking and bicycling is much more dangerous in the United States than in its peer industrialized countries, and the gap is only getting wider.

Within the United States pedestrian fatalities vary widely by State and region, with sunbelt cities rated the most dangerous for pedestrians, and Florida as the most dangerous state.

[36] https://www.ghsa.org/resources/Pedestrians21

[37] "The Growing Gap in Pedestrian and Cyclist Fatality rates between the United States and the United Kingdom, Germany, Denmark, and the Netherlands, 1990-2018". Ralph Buehler and John Pucher, *Transport Reviews, Volume 41, 2021.*

Smart Growth America ranks Maryland the 18th most dangerous state for pedestrians Virginia the 26th most dangerous, and the District of Columbia the 48th.[38]

2020: Covid Impacts

2020 was an unusual year. Despite fewer cars on the road in the first half of 2020, the number of pedestrian fatalities stayed flat. Nationally, from January through June 2020 there were 2,957 pedestrian deaths, while in 2019, there were 2,951 for the same time period.[39]

Pedestrian Fatalities by Age and Race in the United States

American Indians, African-Americans, and people over the age of 65 are over-represented among pedestrian fatalities relative to their share of the population.[40] Asians are under-represented. Risk varies significantly by State, so jurisdictions should not rely solely on national numbers when planning safety programs.

Pedestrians over age 75 are at high risk of dying if involved in a crash

People over the age of 75 are at high risk; with six percent of the U.S. population, but more than 12 percent of pedestrian fatalities.

Adjusted for exposure, pedestrians over the age of 65 have a very high risk of dying if involved in a crash, over six times as high as children under age 16.[41] For pedestrians over age 75 the risk is even higher, about eight times the risk for children.

American Indians are also over-represented among bicyclist fatalities. Blacks, Hispanics and Whites have roughly comparable per capita bicycle fatality rates.

Asians have the second-lowest per capita bicyclist fatality rate, after native Hawaiians. Asians have the lowest fatality rates for most other crash types.

PEDESTRIAN AND BICYCLIST FATALITIES IN THE WASHINGTON MSA

Washington is one of the safer Metro areas for pedestrians. The Washington Metropolitan Area was rated 81st out of the 100 largest metro areas for pedestrian danger by Smart Growth America.

Pedestrians and Bicyclists account for 30% of the region's Traffic Fatalities

Despite a decrease in traffic on our region's roadways in 2020, pedestrian fatalities held steady relative to 2019, reflecting national

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[38] *Dangerous by Design 2021 Update*, Smart Growth America, page 23. https://smartgrowthamerica.org/wp-content/uploads/2021/03/Dangerous-By-Design-2021-update.pdf

[39] Governors Highway Safety Association, Pedestrian Traffic Fatalities by State: 2020 Preliminary Data, published March 2021

[40] *An Analysis of Traffic Fatalities by Race and Ethnicity,* Governor's Highway Traffic Safety Association, June 2021. https://www.ghsa.org/resources/Analysis-of-Traffic-Fatalities-by-Race-and-Ethnicity21

[41] *Dangerous by Design 2014*, Smart Growth America, p. 13.

trends. In 2020 there were 91 pedestrian and 5 bicyclist fatalities, compared to 89 pedestrian and 7 bicycle fatalities in 2019.[42]

In 2018 there were 91 pedestrian fatalities, and 6 bicyclist fatalities.

2020	Alexandria City	Arlington Co.	City of Fairfax	Fairfax Co.	City of Falls Church	Loudoun Co.	City of Manassas	City of Manassas Park	Prince William Co.	Charles Co.	Frederick Co.	Montgomery Co.	Prince George's Co.	District of Columbia	TOTAL
FATALITIES															
Pedestrian	2	2	0	15	0	1	0	0	5	4	2	15	35	10	**91**
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	2	2	1	**5**
All traffic	7	4	1	37	0	12	1	0	18	26	23	46	110	36	**321**
CRASHES															
Pedestrian	51	77	5	130	6	41	12	3	50	30	30	329	374	626	**1764**
Bicyclist	9	33	4	52	6	27	9	0	14	12	14	145	90	360	**775**

Table 7: Pedestrian and Bicyclist Fatalities & Crashes/Street Smart

The region had a stable number of pedestrian fatalities and serious injuries through 2017, but the 2018-2020 fatality numbers are worse. Historically the combined pedestrian and bicyclist fatalities were roughly one quarter of the total traffic fatalities, but now they are at 30%.

While District of Columbia and Virginia pedestrian fatality rates have been roughly stable, in the Maryland Counties, especially Prince George's, fatalities are up. The four Maryland Counties had 31 pedestrian fatalities in 2016, but 56 in 2020.

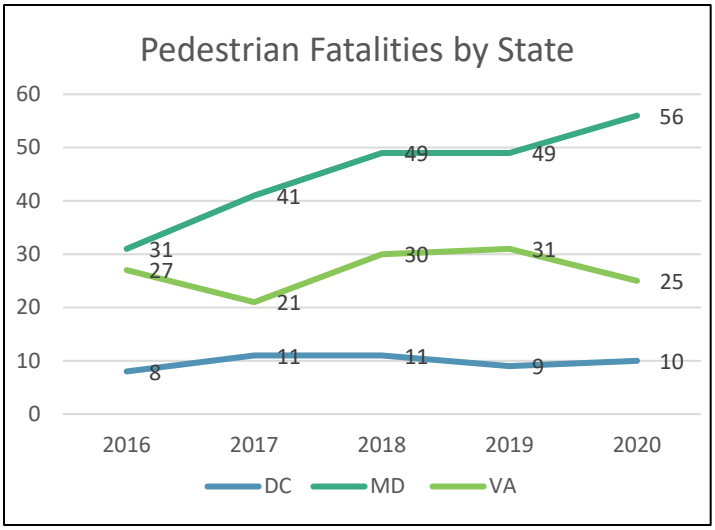

Figure 14: Pedestrian Fatalities by State, 2016-2020, Washington Region

[42] *Data compiled from DDOT, MHSO, and VHSO TREDS*

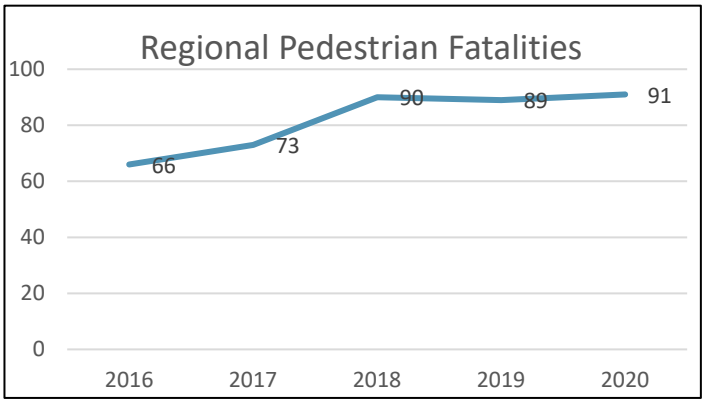

Figure 15: Regional Pedestrian Fatalities, 2016-2020

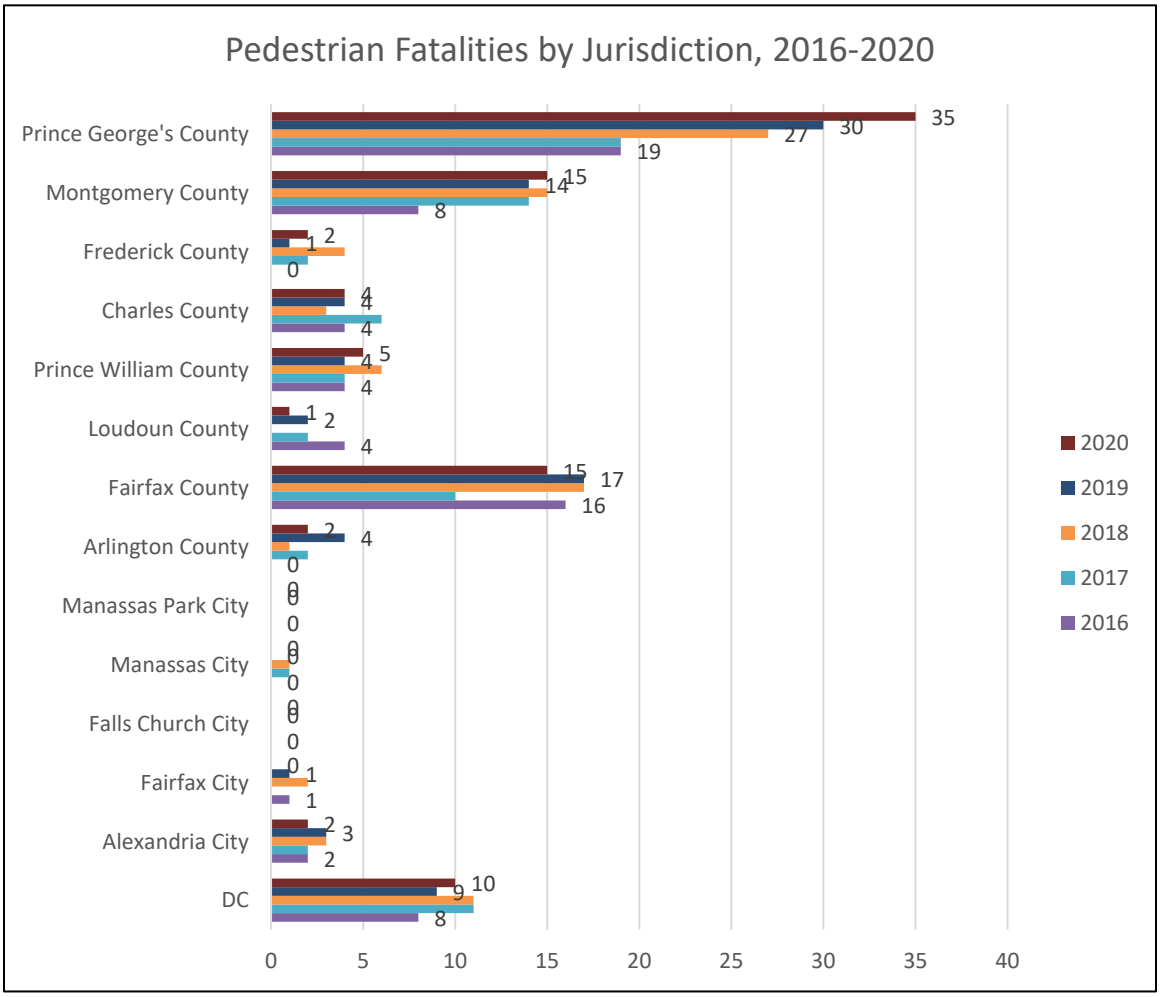

Figure 16: Pedestrian Fatalities by Jurisdiction, 2016-2020

"Deep Dive" into Pedestrian Crashes in the Washington Region

As part of its Regional Roadway Safety Program, TPB commissioned a study of traffic safety in the Washington region in 2019. The study included detailed information on pedestrian crashes by time of day, month of the year, age, location, lighting conditions, severity, etc.[43]

Information from the safety study regarding pedestrian and bicyclist crashes can be found in Appendix B.

Safety in Numbers

Pedestrians find Safety in Numbers

In the Washington region the jurisdictions with the most pedestrians are the safest places to walk. The urban core has good pedestrian facilities and low traffic speeds, and drivers expect to see pedestrians and bicyclists. The pedestrian crash rate tends to fall as the number of pedestrians at a location increases. Doubling the number of pedestrians at an intersection already crowded with pedestrians will usually result in little, if any, increase in pedestrian crashes.[44] Similar effects have been noted for cyclists, with cities having the highest rates of bicycling also having the lowest crash rate per bicycle trip.[45] High levels of walking and bicycling are associated, in advanced industrialized nations, with very low auto-involved crash rates.[46] The Netherlands has half the overall traffic fatality rate of the United States, despite a very high walk and bike mode share.

Experience of other nations shows that it is possible to reduce pedestrian and bicycle fatalities while increasing walking and bicycling. On the other hand, it is not possible to eliminate pedestrian fatalities by eliminating pedestrian facilities and discouraging walking; even in our least pedestrian-oriented jurisdictions, pedestrian fatalities account for at least 7% of total traffic fatalities. For the foreseeable future there will be people without cars, and there will always be some trips that will be made on foot.

Numbers alone do not guarantee safety, however. The region's most dangerous areas for walking have high-speed roads and poor pedestrian facilities, together with people who lack automobiles. Lower vehicle speeds in the urban core are a likely cause of the lower fatality rates there.

Differences in the pedestrian injury rates between the suburban jurisdictions are much smaller than differences in fatality rates.

The District of Columbia has seen rising bicycle crash rates as its rate of bicycling has increased, though the crash rate has risen more slowly than bicycling, indicating that riding is getting safer.

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[43] https://www.mwcog.org/transportation/planning-areas/management-operations-and-safety/roadway-safety/

44 Raford, Noah. Space Syntax: An Innovative Pedestrian Volume Modeling Tool for Pedestrian Safety. Presented at the 2004 TRB Conference, January, 2004. (TRB2004-000977) p. 8.

45 Denmark Ministry of Transport (1994) Safety of Cyclists in Urban Areas: Danish Experiences.

46 Pucher, John. "Making Walking and Bicycling Safer: Lessons from Europe," Transportation Quarterly, Summer 2000.

Walking is a necessary part of human life and health, and it is essential to the mobility of those who cannot drive. Through "Complete Streets" and other policies the region is striving to make walking safer everywhere.

Legal Status of Bicyclists and Pedestrians

Bicyclists have the same Rights and Responsibilities as Motorists when Riding on the Road

State traffic codes allow bicyclists to travel on most roadways with the general rights and responsibilities of drivers of vehicles. Bicyclists must ride in the same direction as traffic, use lights after dark, and yield to pedestrians. Like operators of other slow-moving vehicles, cyclists--when traveling at less than the normal speed of other traffic--should generally ride as far to the right as safely practicable, except when preparing to turn left, passing, avoiding obstructions, mandatory turn lanes or unsafe pavement conditions, or when the travel lane is not wide enough to safely split with a motor vehicle. Cyclists may use the full travel lane if the lane is too narrow to allow them to ride to the right of motor vehicles safely. Cyclists may usually ride on roadway shoulders, paths and sidewalks, except where prohibited. Cyclists have the rights and duties of pedestrians when traveling on paths, sidewalks, and crosswalks, however, they must yield to pedestrians in those locations.

Unlike bicyclists, pedestrians should walk facing traffic if they must walk in the road. If sidewalks are available pedestrians are usually required to use them. Mid-block crossings are usually legal unless both ends of the block are signal-controlled. However, pedestrians crossing mid-block must yield to motorists if they are present. An intersection is a legal crossing for pedestrians, regardless of whether the crosswalk is marked. However, a pedestrian may not cross an intersection diagonally unless that movement is specifically permitted. Pedestrians must obey the walk signals.

Rules relating to bicycles can be found on the Washington Area Bicyclist Association web site at https://waba.org/resources/bikelaws. Laws for motorists, pedestrians and bicyclists are also listed on http://www.bestreetsmart.net/laws/.

PEDESTRIAN AND BICYCLIST EDUCATION AND ENFORCEMENT: THE "STREET SMART" CAMPAIGN

Pedestrian and bicycle safety efforts generally fall into three broad categories of actions, the three E's: Engineering, Education, and Enforcement. Engineering deals with the design of safer roads, streets, and pedestrian and bicycle facilities. Education includes both classroom-based training and behavioral modification campaigns. Enforcement consists of enforcement of the traffic laws with respect to pedestrians and bicyclists. The regional pedestrian and bicycle safety campaign, Street Smart, deals primarily with education through mass media.

Street Smart was created in 2002 by the region's governments in response to an ongoing regional pedestrian and bicycle safety problem. Since the region is a single media market, a unified regional campaign is the most cost-effective approach. The program is supported by

federal funds made available through state governments, and local funds from WMATA. It is administered by the National Capital Region Transportation Planning Board.

The Street Smart campaign is a twice-yearly, month-long blitz of video, transit, gas station, and internet advertising, supported by public relations activities, direct outreach, and by concurrent law enforcement. The goal of the campaign is to change driver, pedestrian, and bicyclist behavior in order to reduce deaths and injuries. Motorists are urged to "Slow Down and Watch for Pedestrians", bicyclists to "Obey Signs and Signals", pedestrians to "Use Crosswalks" and Wait for the Walk Signal". All materials, including radio spots, are translated into Spanish. Since 2007 campaigns have been held twice per year, in the fall and in the spring. Campaign materials can be found on the web site, http://bestreetsmart.net.

Figure 16: Press Event/Street Smart

Efforts to enforce pedestrian laws are also stepped up in conjunction with the "Street Smart" pedestrian and bicycle safety campaign. Law enforcement has helped reinforce the campaign message, just as it has been used effectively as part of anti-drunk driving and seatbelt advertising campaigns.

Public awareness of these heightened enforcement activities has been a key aspect of this campaign. Fear of legal consequences is effective at changing behavior. And the TV and press media often cover enforcement, providing further opportunities for the campaign to get its message out.

Figure 17: Street Smart Ad/TPB/Sherry Matthews Marketing

Evaluation

The Street Smart survey of area motorists and pedestrians usually shows that the public is hearing and remembering the Street Smart messages. A survey of 600 households is carried out in December of each year, after the Fall campaign, and results compared year over year.

TRANSPORTATION SAFETY SUBCOMMITTEE

TPB has a Transportation Safety program, which includes pedestrian and bicycle safety. The Transportation Safety Subcommittee convenes safety planners from around the region, coordinates with the three State Strategic Highway Safety Plans, advises the maintenance of the safety aspects of Visualize 2045, and serves as a forum to exchange information on best practices in transportation safety planning.

As part of this effort, the TPB compiles and analyzes safety data at the regional level. As needed, it commissions studies, such as the "Deep Dive" into the causes of crashes described above.[47]

Regional Roadway Safety Program

As mentioned in Chapter 2, this program, established in July 2020, is a technical assistance program similar in structure to the Transportation-Land Use Connections program. It funds projects aimed at reducing fatal and injury crashes. Many of these projects focus on bicycle and pedestrian safety.

OUTLOOK

Pedestrian and bicycle safety has drawn increasing attention in the Washington region and at all levels of government. To build walkable communities, walking and bicycling need to be made safer. Improved occupant protection and vehicle design have saved the lives of many motorists, but we have not made comparable progress for people outside motor vehicles. In fact, the situation has gotten significantly worse over the last several years, both locally and nationally.

Bicycling mode share has increased in the last decade, most notably in the District of Columbia, and that increase has been associated with increased numbers of injuries.

Competing demands on police resources are an ongoing challenge to enforcement of traffic safety laws, and Covid precautions have exacerbated the situation. Automated enforcement has been helpful in many cases but has limitations. Nevertheless, enforcement remains a key component of pedestrian and bicyclist safety.

The Street Smart campaign helps raise awareness, but it is meant to complement, not replace, local three "E" (Engineering, Education, Enforcement) safety efforts. States, cities, and counties need to continue engineering and building safer streets, enforcing the traffic safety laws, and educating motorists, pedestrians, and bicyclists. Agencies that make pedestrian safety a priority have gotten positive results. Increased attention and resources for safety, at all levels, may lead to better understanding of the problem, and more projects to address it.

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[47] https://www.mwcog.org/documents/2020/07/22/tpb-safety-study-resources--safety-policy-federal-performance-measures-highways--roads-traffic-safety/

CHAPTER 4: EXISTING FACILITIES FOR WALKING AND BICYCLING

This section describes the types of walking and bicycling facilities currently available in the Washington region, including access to transit, bike sharing, and micromobility.

OVERVIEW

The Washington region has excellent long-distance separated facilities for bicyclists and pedestrians, and an urban core and certain regional activity centers that have good pedestrian and bicycle facilities. The Washington region is at the forefront of innovation in bicycle facility design. On the other hand, many activity centers, not originally designed with pedestrians in mind, have grown dense enough to generate significant pedestrian traffic, and face challenges in terms of providing safe facilities and crossing locations for pedestrians and bicyclists. Other parts of the region have developed at low densities, with separated land uses and indirect routes, which increase pedestrian and bicycle travel time. Pedestrian and bicycle accommodations are not always provided.

Figure 18: Informal foot path/TPB/Michael Farrell

Informal Foot-Paths Show where People Walk

Bicycle connections with transit are generally good, with bicycle parking, bus bicycle racks, and bikes permitted on Metrorail at most hours. Walking is the primary mode of access to transit. Conditions for pedestrian access are excellent at many rail stations, though at some rail stations, originally designed primarily with auto and transit access in mind, pedestrian access could be improved. Bus stops in places originally designed primarily for automobiles often have access and safety problems.

Pedestrians are found throughout the region, and pedestrian traffic is increasingly found in places that were not built for it. This section highlights some of the region's successes in providing for bicycling and walking. These successes can serve as examples of what the region needs to serve its pedestrians and bicyclists.

FACILITY TYPES

Shared-Use Paths

Figure 19: Mount Vernon Trail/TPB/Michael Farrell

The Washington region is renowned for the quality and extent of its major shared-use paths. Shared-use paths are typically located in their own right-of-way, such as a canal, railway, or stream valley, or in the right-of-way of a limited-access highway or parkway, such as the George Washington Memorial Parkway. Most shared-use paths are eight to twelve feet in width. The region has approximately 800 miles of shared-use paths, either paved or level packed crushed stone surface suitable for road bikes. Well-known trails include the W&OD and Mount Vernon Trails in Virginia, and the C&O Canal, Capital Crescent, and Rock Creek Trails connecting the District of Columbia and Maryland. Many of the region's shared-use paths go through heavily populated areas, connect major employment centers, and get significant commuter traffic. More information on trails in the Washington region can be found at https://www.capitaltrailscoalition.org/.

The region continues to build new trails along stream valleys and in conjunction with major highway projects. The remaining inventory of disused rail lines, which often provide the best opportunities for shared-use paths, is small.

Figure 20: Fairfax Parkway Side Path/Unknown

Side-Paths

Side-paths are shared-use paths that do not have their own right of way, but are closely adjacent to a non-limited access roadway and thus subject to more frequent conflict with driveways, side streets, and turning traffic. Side-paths differ from sidewalks in that they are at least ten feet wide (eight feet was the old standard), are typically made of asphalt, and are designed to meet the needs of bicyclists.

Figure 21: Bike Lane/Pedbikeimages.org/Dan Burden

Side-paths meet the need for a separated pedestrian facility and provide separation from traffic that is safer for children and slow-moving cyclists, especially in places where the road has speeds of 40 mph or more and high traffic volumes, conditions often found on major suburban arterials. However, the AASHTO (American Association of State Highway and Transportation Officials) Guide for the Development of Bicycle Facilities offers a number of cautions regarding the use of side-paths or wide sidewalks for bicycles. Frequent driveways, especially with poor sightlines, are hazardous to bicyclists on side-paths. Side-paths remove bicyclists from the motorists' line of sight and allow travel against the flow of traffic, so they may increase the potential for conflicts with motor vehicles at intersections. If the facility is shared with pedestrians there is also a potential for cyclist-pedestrian crashes. Side-paths are most suitable where driveways and intersections are few and sight-lines are good. Intersection crossings should be designed carefully, with a protected signal phase providing the best level of protection.

Bicycle Lanes

Bicycle lanes are marked lanes in the public right-of-way that are by law exclusively or preferentially for use by bicyclists. Bike lanes are one-way, with a bicycle symbol or arrow indicating the correct direction of travel. The minimum width is 5 feet for roadways with no curb or gutter; next to a curb or parked cars 6 feet, not including the gutter pan. Bike lanes are provided on both sides of the street, except for one-way streets, and allow travel only in the same direction as adjacent motor vehicle traffic. On-street bicycle lanes are generally much less expensive than separated paths. Bike lanes decrease wrong-way riding, define the road space that cyclists are expected to use, increase cyclists' comfort level, and call attention to the presence of cyclists on the roadway. Bicycle lanes are not

generally considered safe or adequate for pedestrians, though in rural areas without sidewalks the roadway shoulder serves as both a bicycle lane and as a pedestrian facility.

Bike lanes may be colored green for conspicuity.

The number of bicycle lanes is growing rapidly. The District of Columbia currently has 97 miles of bicycle lanes, up from 19 miles in 2006, Arlington County has 36 miles, and Montgomery County has 55 miles.[48] The regional mileage of bicycle lanes is expected to increase significantly in the future as the jurisdictions in the urban core build out their planned networks, and suburban areas add more. Google Maps shows existing bicycle paths, lanes, and on-road routes.

Buffered Bicycle Lanes

A buffered bicycle lane is a bicycle lane with a spatial buffer to increase the distance between the bicycle travel lane and the automobile travel lane or the parking zone. The buffer zone is usually marked with striped paint. Buffered bike lanes are sometimes used where higher than normal speeds, traffic volumes or truck volumes, or high-turnover parking are experienced. It allows additional space to be provided for bicyclists without creating something that looks like a travel lane to motorists. The example in Figure 23 is from Arlington County.

Figure 24: Contraflow Bike Lane/TPB/Michael Farrell

Contraflow Bike Lanes

On some one-way streets, if there is a need, a bike lane may be marked against the flow of traffic. As shown in Figure 24, a one-way single lane street has been marked with a contraflow bike lane, while the travel lane has been given speed humps and shared lane markings (sharrows) to encourage sharing the travel lane. The street is one-way for cars, but two ways for bikes. Side streets in the District of Columbia have a 15 mph speed limit, which on this street is observed thanks to traffic calming features such as speed humps and a mature tree canopy.

[48] https://www.montgomerycountymd.gov/dot-dte/bikeways/index.html

Protected Bike Lanes (Cycle Track)

A protected bike lane or cycle track is a bicycle-only facility that provides physical separation within the right of way from vehicle travel lanes. Protected lanes can be either one-way or two-way, on one or both sides of a street, and are separated from vehicles by wands, bollards, curbs/medians, parked cars, or a combination of these elements. Protected bike lanes can either incorporate bicycle-only signal phases at intersections (for 100% separation) or utilize "mixing zones" to merge bicycle and motor vehicle traffic.[49] DDOT is an innovator in the development of protected bike lanes in the United States.

The 15th Street Cycle Track has increased Ridership by more than 200%

Protected bike lanes can pose a design challenge due to the potential conflicts with turning vehicles, and lack of visibility of cyclists to turning vehicles when separated by parked cars. They have been used in numerous cities in Europe with mixed results.[50] Installation of protected bike lanes was found to result in an increase in collisions at intersections in Copenhagen, which more than offset a decrease in motorist-overtaking collisions and collisions with parked cars, for a net increase in the number of collisions of 9%. However, the same study showed that installing protected bike lanes increased bicycle (and moped) ridership 18 to 20 percent.[51] Installing bike lanes resulted in a 5 to 7% increase in ridership, and a 5% increase in crashes. For both protected and unprotected bike lanes the number of riders can be expected to increase more than the number of crashes.

Figure 25: 1st Street NE Protected Lane/TPB/Michael Farrell

Riders perceive protected bike lanes as safer, and it should be noted that motorist-overtaking collisions, while relatively rare, account for a disproportionate number of serious and fatal injuries.

[49] National Association of City Transportation Officials. http://www.nacto.org/cycletracks.html

[50] Jensen, Søren Underlien, Claus Rosenkilde and Niels Jensen. Road safety and perceived risk of cycle facilities in Copenhagen. *Available at* http://www.ecf.com/files/2/12/16/070503_Cycle_Tracks_Copenhagen.pdf

[51] *Cycle Tracks: Lessons Learned.* February 2009. Alta Planning and Design. Page 1.

Protected Bike Lanes Attract Users of All Ages and Abilities

The District of Columbia is actively installing protected bike lanes, towards an eventual planned network of 72 miles.

The first segment of protected bike lane in the District of Columbia was installed in 2009 on 15th Street NW. In terms of ridership, the 15th Street protected bike lane, which has been in operation the longest, has been a success. After the two-way protected bike lane was installed, there was a 205 percent increase in bicycle volumes during the p.m. peak hour.[52]

More recent projects include a one-way couplet of protected bike lanes on L Street and M Street NW (not yet complete) in downtown as well as the 1st Street NE protected bike lane, which connects the Metropolitan Branch Trail to Union Station, and numerous others. DDOT's goal is to add 20 miles of protected bike lanes per year.

To help prevent turning conflicts, protected bike lanes may be equipped with separate signals for bicycles.

Figure 26: Union Station

Figure 27: 15th Street NW Protected Lane/TPB/Michael Farrell

[52] *Bicycle Facility Evaluation, Final Report.* April, 2012, p. 12.

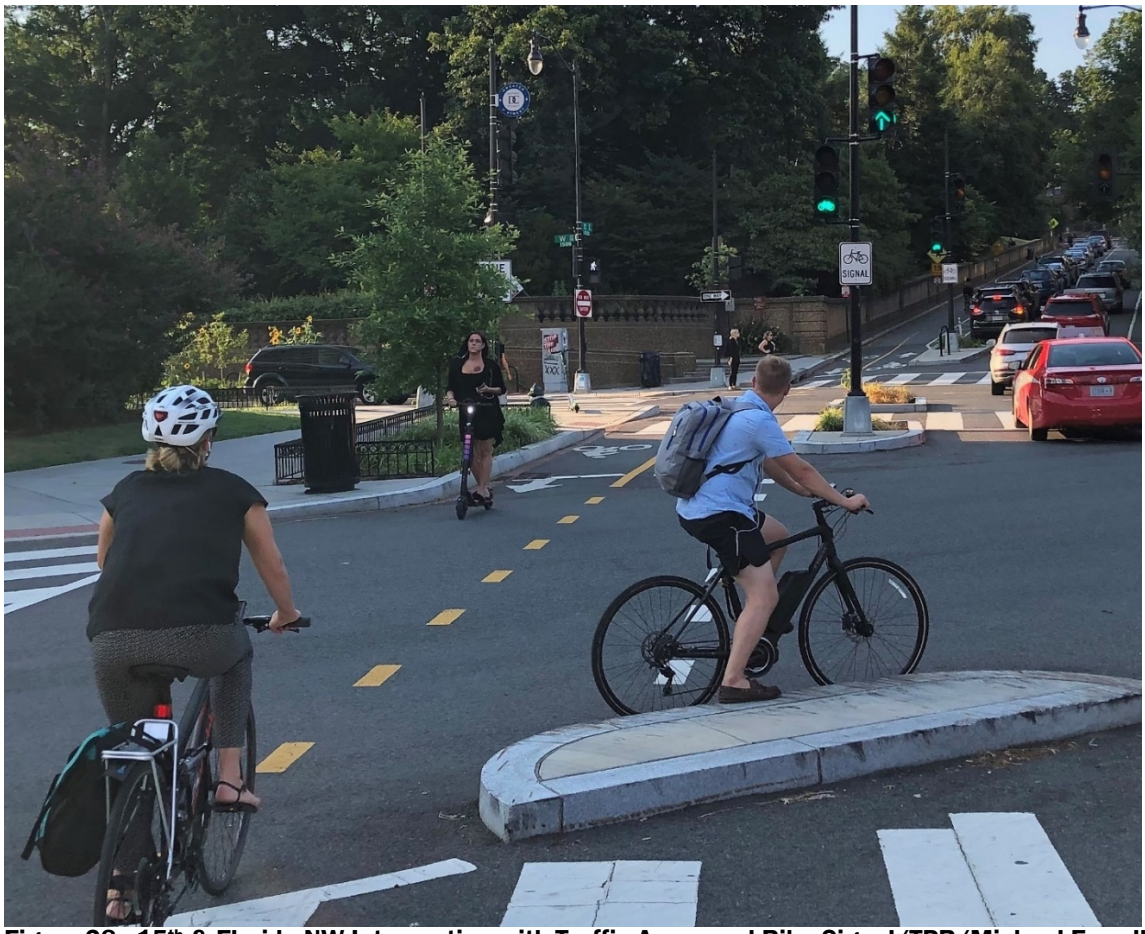

Figure 28: 15th & Florida NW Intersection with Traffic Arrow and Bike Signal/TPB/Michael Farrell

Dual Facilities

In recognition of the fact that fast-moving cyclists may be better off with an on-road facility, Montgomery County is planning many of its bicycle routes as dual facilities, with both an on-road bike lane and a side-path for pedestrians and slow bicyclists. VDOT's *Northern Virginia Bikeway and Regional Trail Study* recommends that both on- and off-road accommodation be provided.[53] Under the routine accommodation policy, VDOT is to provide adequate facilities for pedestrians and bicyclists even if not called for in the local plan.

Figure 29: Virginia Avenue SE/TPB/Michael Farrell

[53] *Northern Virginia Regional Bikeway and Trail Network Study.* November, 2003. Virginia Department of Transportation, Northern District Office. Page 19.

Where bicycle and pedestrian volumes warrant it, and right of way permits, multi-use paths may be split into parallel pedestrian and bicycle paths. This separation allows cyclists and rollerbladers to maintain speed without risk to pedestrians. The Washington & Old Dominion Trail in Northern Virginia includes several sections with gravel pedestrian paths that parallel the paved shared-use path. The Virginia Avenue SE Shared Use path includes an adjacent sidewalk for pedestrians, as does the bike path along Maine Avenue SW next to the Wharf.

Figure 30: The Wharf, DC/TPB/Michael Farrell

Protected Intersection[54]

At protected intersections, the bikeway is set back from the parallel motor vehicle traffic. Unlike at conventional bike intersections, people biking are not forced to merge into mixed traffic. Instead, they are given a dedicated path through the intersection, and have the right of way over-turning motor vehicles. Protected intersections are a new treatment in the Washington region. The first fully protected intersection in the region is at Spring Street and Second Avenue in Silver Spring, MD.[55]

Figure 31: Partial Protected Intersection/TPB/Michael Farrell

[54] https://nacto.org/publication/dont-give-up-at-the-intersection/protected-intersections/

[55] https://ggwash.org/view/73335/the-east-coasts-first-protected-intersection-is-coming-to-silver-spring-heres-how-it-works

Tactical Urbanism

Tactical urbanism is the use of inexpensive materials, like flexposts, rather than permanent curbs. With flexposts, traffic calming features such as bulbouts can be installed at low cost. Using such materials allows a treatment to prove itself without spending a lot of money on new curbs and drainage. If it fails or creates unanticipated issues, it can easily be removed or modified. An effective treatment may be replaced with permanent materials once it wears out.

Figure 32: Flexpost Bulbouts/TPB/MIchael Farrell

Signed Bicycle Routes

The region has hundreds of miles of signed bicycle routes. Signed routes have the advantage of being inexpensive and informative for cyclists. A signed route has not necessarily had any bicycle-related improvements apart from signing. However, bicycle-friendly features such as paved shoulders, a wide curb lane, or low traffic volumes or speeds *may* be present. Bicycle route signs often include information on distances to destinations.

The regional (and national) standard for on-road bicycle facilities is the FHWA's Manual on Uniform Traffic Control Devices, discussed in Chapter One. For off-road facilities, especially those run by parks departments, signs are not standardized.

Figure 33: DC Bike Route Sign/TPB/Michael Farrell

Bicycle Boulevards/Neighborhood Greenways

Bicycle Boulevards, which Montgomery County calls "Neighborhood Greenways", are streets with low motorized traffic volumes and speeds, designed to give walking and bicycling priority. They use signs, pavement markings and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient crossings of busy arterial streets.[56]

[56] https://montgomeryplanning.org/wp-content/uploads/2018/05/Bicycle-Facility-Design-Toolkit-May-2018.pdf Page 43.

Design elements may include:
• Traffic diverters at key intersections to reduce through motor vehicle traffic while permitting passage for through bicyclists.
• At two-way, stop-controlled intersections, priority assignment that favors the neighborhood greenway, so bicyclists can ride with few interruptions.
• Neighborhood traffic circles and mini-roundabouts at minor intersections to slow traffic but allow bicyclists to maintain momentum.
• Traffic-calming to lower motor traffic speeds.
• Wayfinding signs to guide bicyclists along the route and to key destinations.

Long-Distance Bicycle Routes

Several notable long-distance routes promoted by national-level organizations pass through the Washington region. These include the East Coast Greenway, Bicycle Route 1, the Great American Rail-Trail and the American Discovery Trail.

Figure 34: East Coast Greenway in DC/East Coast Greenway Alliance

The East Coast Greenway Alliance is promoting what will eventually be a mostly off-road path connecting all the major cities of the East Coast. Currently 20% open for public use, it will span 2,600 miles from Calais, Maine to Key West, Florida. Bicycle Route 1 is part of a national network of low-traffic road routes promoted by the Adventure Cycling Association. The cross country Great American Rail Trail, currently 50% complete, starts on the Mall and follows the C&O Towpath west, ending on the Olympic Peninsula of Washington State. The American Discovery Trail is a coast-to-coast, recreational, non-motorized trail, which follows the C&O Canal Towpath and the Anacostia River Tributary Trails. All organizations promoting long-distance routes rely on local agencies and organizations to realize their vision.

Exclusive Bus/Bicycle Lanes

Exclusive bus lanes are sometimes used on streets with heavy bus traffic. Bicycles are sometimes permitted to use those lanes. Bus/Bike Lanes can be found in the District of Columbia. Conflicts can occur due to differences in speed between buses and bicyclists.

Bike Boxes

Figure 35: Bike Box/TPB/Michael Farrell

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.[57] They are often painted green and are typically located between the stop bar and the crosswalk. Bike boxes are typically used at locations where bike volumes are high, and they are sometimes combined with an advanced signal phase for bicyclists, which allows the crowd of bicyclists to clear the intersection and make turns without conflicting with automobile traffic.

Bridges

The Woodrow Wilson Bridge trail, completed in 2009, allows cyclists to cross the Potomac River on the capital beltway at Alexandria. This multi-use path allows riders on the Mt. Vernon Trail to access the National Harbor development in Prince George's County without going on street. Connections are also provided to an on-street network of bicycle routes in Prince George's County.

The 14th Street Bridge, the Memorial Bridge, the Theodore Roosevelt Bridge, the Key Bridge, and the Chain Bridge all have bicycle and pedestrian facilities.

[57] https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/bike-boxes/

Figure 36: Woodrow Wilson Bridge Trail/TPB/Michael Farrell

Cyclists may use the US 15 bridge at Point of Rocks and the MD 17 bridge at Brunswick to get across Frederick County and Loudoun County, though they have no separated facilities.

With the completion of the 11th Street Bridge project, bicyclists and pedestrians gained a first rate multi-use path connection from Anacostia to the Navy Yard area of Southeast DC.

The District of Columbia is in the process of upgrading the remaining Anacostia River separated bicycle and pedestrian river crossings as these aging bridges are replaced and rebuilt.

The Long (rail) Bridge over the Potomac will eventually include a second span for two additional tracks, and a separate bike/ped bridge.

Figure 37: 11th Street Bridge/TPB/Michael Farrell

On-Line Bicycle and Pedestrian Routing

The last few years have seen a flowering of on-line resources that enable cyclists and pedestrians to locate facilities and plan their routes. Google Maps offers the most familiar interface.

BICYCLES AND PUBLIC TRANSIT

The region has made progress integrating bicycling and public transit, with secure bike parking available at most rail stations, bicycles permitted on Metrorail at all times (subject to crowding), and most of the buses in the region now equipped with bicycle racks. Specific agency policies and facilities are described below.[58]

Metrorail Guidelines

- Bicycles are welcome on Metrorail during all hours; however,
- **Bikes are not allowed on crowded railcars.**
- May not block aisles or doors of the train.
- Senior citizens and people with disabilities always have priority.
- When boarding the train, use the doors at either end of the railcar - not the center doors.
- Bicycles may not be carried on escalators. Use elevators only.
- Do not ride bicycles in stations, on platforms or on trains.
- Metro reserves the right to disallow bicycles when there is crowding.
- For full Bike on Rail guidelines see: https://www.wmata.com/service/bikes/

Metrorail Bike Parking

Metro now has three secure Bike & Ride facilities at historically high bike-to-rail stations: College Park, East Falls Church, and Vienna. Together, Metro's Bike & Ride facilities now offer secure parking for about 270 bikes, with space for expansion to meet future demand.

Metro currently owns and operates about 2,400 bicycle racks, and is replacing older racks with new inverted-U racks. Metro also offers 2,400 bike lockers.

[58] https://www.wmata.com/service/bikes/

Figure 38: New Bike Racks/WMATA

Metrobus

- All Metrobuses have racks on the front that carry up to two bicycles. No permit is required. Instructions for how to use bus bike racks is available at
- Metro has adopted guidelines for the design and placement of bus stops to improve their safety, comfort, accessibility, and efficiency.

Park and Ride

Of the 400 park and ride lots in the Washington DC-MD-VA Metropolitan Statistical Area, about a quarter have bike lockers or racks.[59] Commuter Connections offers an interactive park and ride lot map, which shows whether park parking is available at a lot.

Commuter Rail

Collapsible bicycles are permitted on all VRE trains. Full size bicycles will only be allowed on the last three northbound, the mid-day, and the last three southbound trains on each line.

MARC trains have bike racks on all trains. The racks will accommodate a full size bicycle. No bag or case is required.

[59] https://www.commuterconnections.org/park-ride-lots-in-the-metropolitan-washington-baltimore-regions/

PEDESTRIAN ACCESS TO TRANSIT

82% of Metrobus passengers walk to transit, and 62% of all Metrorail trips start with the passenger walking to the rail station. However, the a.m. peak walk mode of access, which is the best measure of how people originally get into the system, is 40%.[60]

The quality of pedestrian access to Metrorail and Metrobus varies. Many suburban rail stations were built with an emphasis on automobile and bus access. Bus stops are often placed in areas with no sidewalks or available crosswalks. However, conditions have improved in recent decades, as new design guidelines have gone into effect, and station areas have been redeveloped along more pedestrian-level lines.

BIKE PARKING

The District of Columbia, Arlington, Alexandria, and other jurisdictions provide bike racks on public property for short-term bicycle parking. They also require secure long-term bicycle parking to be provided as part of new development.

Figure 39: Ad hoc bike parking/TPB/Michael Farrell

[60] 2016 WMATA Rail Passenger Survey.

Bike Corrals

As demand grows in congested areas, the District of Columbia has added bike corrals, which are bike racks placed in the street, and protected by flexi-wands and tire stops. Twelve bicycles can be parked in the space required to park one automobile. And because bicycles do not block motorists' sight lines, they can be placed near the intersection where parking is not permitted, resulting in no loss of car parking. New bike corrals include space for e-scooters.

Tire stops are used at some locations to prevent cars from backing into the racks.

Figure 40: Bike Corral/TPB/Michael Farrell

District of Columbia Bike Center

In response to demand for secure bicycle parking at Union Station, in 2009 the District of Columbia opened a Bike Station. The facility houses over 100 bicycles in 1,600 sq. ft. of free-standing ultra-modern glass and steel design. DDOT manages the Bike Center at Union Station, which has offered secure bike parking at Union Station since 2010. The Bike Center is currently closed for repairs.

Figure 41: DC Bike Center/TPB/Michael Farrell

Figure 42: DC Bike Center/TPB/Michael Farrell

The DC Bike Center is a unique structure designed for a particular site. It required an unusual degree of architectural review due to its location on the National Mall. Far less expensive, modular self-service bike parking structures are available.

CAPITAL BIKESHARE

Capital Bikeshare has over 5000 bicycles and 600 stations

Bike sharing is self-service public bicycle rental. It is similar to a car-sharing system, such as ZipCar, where members pay a fee and have access to any available bike throughout the regional system. Unlike earlier "public bicycle" or "yellow bike" programs, which failed due to lack of means of preventing theft, modern bicycle sharing links rentals to a user's credit card, which can be charged if the bicycle is not returned. Bike sharing became common and popular first in Europe and then the United States, with programs in dozens of cities. Options for low-income access are also available.

Since it opened in 2010, the regional bike sharing program, Capital Bikeshare has grown to include 5000 bicycles at over 600 stations in seven jurisdictions: District of Columbia, Arlington County, City of Alexandria, Montgomery County, Prince George's County, Fairfax County, and the City of Falls Church.

Capital Bikeshare is one of the largest and most successful bike share systems in the United States. Its solar-powered semi-mobile bike stations require no utility hook-up, which expedites installation. It operates year-round, with winter ridership a little more than one third the level of the warm weather months. It attracts many tourists as well as residents.

Capital Bikeshare now offers e-bikes at some stations. In 2019 e-bikes accounted for 10% of the fleet but 20% of the trips, which with the higher fees has made them a revenue driver.

Figure 43: Capital Bikeshare Station/TPB

MICROMOBILITY

"Shared micro-mobility" includes both station-based bikeshare such as Capital Bikeshare, and the various dockless e-scooter and e-bike rental services. There are major differences in the organization and operations of these systems.

Capital Bikeshare is a regional, publicly provided program, and its user base consists mostly of its long-term membership, along with some short-term passes, using a fob key or app QR code to unlock the bikes. Bikes must be returned to a station.

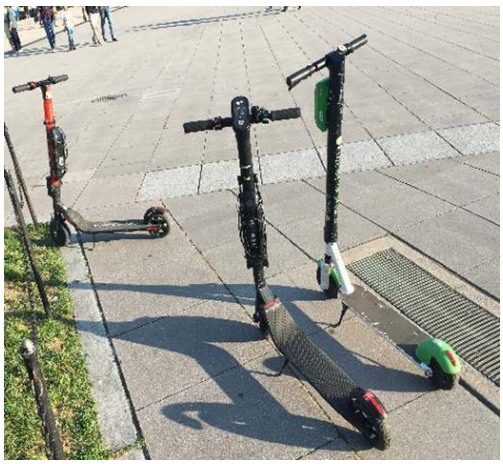

Figure 44: Shared E-scooters/TPB/Michael Farrell

Dockless bikeshare is privately provided, and the bikes or e-scooters accessed with a Smart phone app. Trips are charged per minute. In the initial launch period, the issue of where to park the bike was left mostly unresolved, with non-binding recommendations to users not to block the sidewalk.

Each jurisdiction developed its own regulations for these services, although there was regular consultation between the jurisdictions, including workshops held every six months, while these regulations were being developed.

The initial roll-out in the Washington region happened in 2017-2018, with various companies putting dockless pedal bikes out on the street, often with little consultation with the affected jurisdictions.

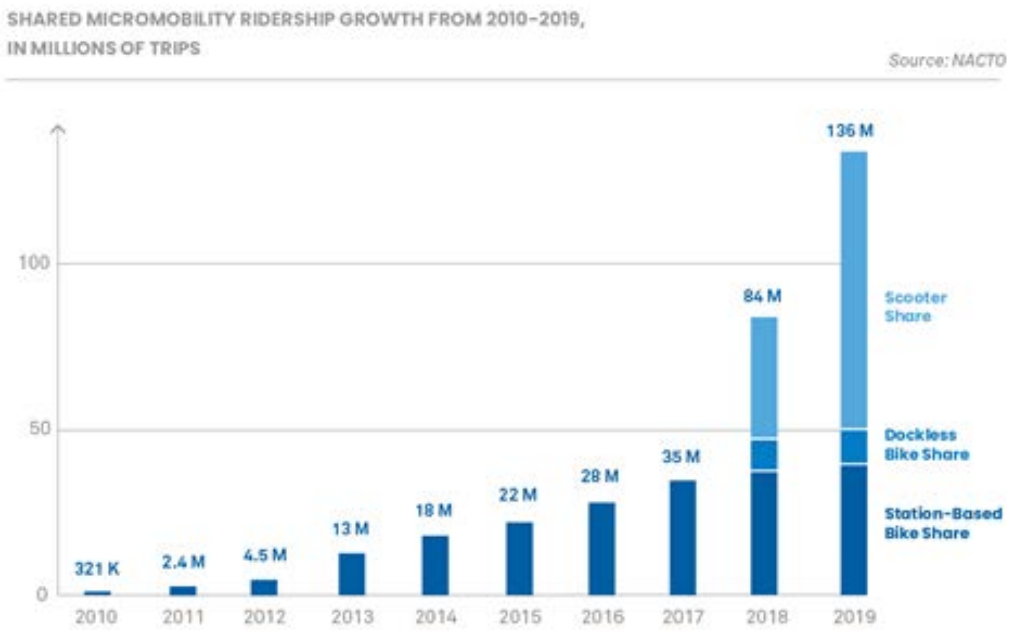

Figure 45: Shared Micromobility Ridership Growth/NACTO

THE E-SCOOTER BOOM[61]

In 2019, people took 40 million trips on station-based bike share systems (pedal & e-bikes). In 2019 the brand-new dockless systems dwarfed those numbers. There were 96 million trips on dockless e-bikes (10M trips) and scooters (86M trips). In 2019, 109 cities had dockless scooter programs, a 45 increase from 2018. E-scooter trips doubled compared to 2018.

Station-based bikeshare trip numbers increased by 10%, even as the number of systems fell by 4%.

THE WASHINGTON REGION

The DC area is a good market for shared micro-mobility. It has a young population, low car ownership. high smartphone use, high income and education, and congested traffic. Use is focused on the core of the Washington region, especially DC proper, along with Arlington, Alexandria, and portions of Montgomery County, which have active permit programs. The regional permitted fleet size was over 13,000 as of 2020, of which the DC fleet accounted for roughly half.

TRAINING

While Capital Bikeshare users typically know how to ride a bike, e-Scooter users often had never ridden an e-scooter. User training is mostly app-based, followed by trial and error. A third of incidents happen on the first use. Some agencies/operators have sponsored training events. “Push” safety reminders from the app remind users of issues they may be facing based on time and location (i.e., don’t drink and ride).

REGULATION

E-scooters are privately provided at no cost to the jurisdiction. However, the jurisdiction cannot avoid administrative costs from a scooter deployment. It must respond to calls from

[61] *“Shared Micromobility in the US: 2019”* NACTO. Page 4.

the public regarding badly parked scooters, sidewalk riding, crashes, etc. E-scooters generate demand for more infrastructure, such as bike lanes and e-scooter parking areas.

A permit program can help alleviate some of these issues. Fees on operators can generate revenue to pay for the agency's expenses, while requirements on operators to share anonymized trip data can assist with planning.

Built-in speed governors can enforce speed, while geo-fencing can enforce slow zones and no-service zones. Other common restrictions on users include age restrictions, driver's license requirements, and late night use restrictions (though this last is controversial, due to late night need for transport when transit service may be spotty).

Figure 46: Safety Tips/Arlington

Inconsistent regulations governing where and how e-scooters e-bikes can be used complicates enforcement and compliance. For example, a parks department might ban e-scooters on its trails, while the DOT in the same jurisdiction allows them.

Arlington polled e-scooter riders and found that they strongly preferred riding in protected bike lanes and regular bike lanes over riding on the sidewalk. Only 9% of polled riders indicated that the sidewalk was their first choice.

E-scooter and E-bike speeds are generally limited to 20 mph or less on shared use paths, a speed already commonly attained by faster bicyclists. Where traffic volumes warrant it, dual, separated facilities such as protected bike lanes and clearly delineated bike trails alongside pedestrian-only sidewalks are being built.

Based on the crash rate rates, the agencies have determined that safety is not a significant enough problem to justify stopping the permit programs.

CHALLENGES FOR DISABLED PEDESTRIANS

Improper sidewalk parking and sidewalk riding of e-scooters poses a hazard to pedestrians, especially disabled pedestrians. E-scooters, even when limited to 10 mph, can pose a hazard, especially to more vulnerable pedestrians, including small children and the elderly. Improperly parked e-scooters may block the sidewalk entirely, a major problem for the visually impaired and people in wheelchairs.

The e-scooters were a private sector initiative, and continue to be privately provided. The jurisdictions have permitted them to operate, and attempted to mitigate the harms, while capturing the benefits. Shared e-scooter trips displace a significant amount of private motor vehicle and ride share (taxi) traffic in congested areas, while requiring very little space for parking. They can share bike lane and parking infrastructure with bicycles.

Mitigation efforts by the jurisdictions include the provision of bike corrals for parking bikes and e-scooters, addition of bike lanes for e-scooter and bicycle riding, and in DC the requirement that e-scooters be locked to a bike rack or sign. However, even when locked to a sign a scooter can still be illegally parked in such a manner as to block the sidewalk. And not all E-scooter users use the corrals. Getting to a solution that is acceptable to everyone is likely to be an iterative process, with infrastructure, vehicular, and regulatory adjustments to be developed as problems become evident.

E-scooters are not useable by most people with disabilities, and are generally less used by older people. They are physically more challenging to operate than a Capital Bikeshare bike. Arlington is introducing seated e-scooters, which may broaden their appeal somewhat.

EQUITY

E-scooters are typically used in the densest neighborhoods, which have the highest volume of the short trips which micro-mobility can serve. In the Washington region that often means affluent areas with good Metro access and a well-developed network of bike lanes.

Studies show that in Baltimore the user base is significantly less white and less affluent than in Arlington County or the District of Columbia. Baltimore required that high-poverty close-in neighborhoods get minimum deployments of e-scooters. Hispanic residents of Baltimore have been the most likely to use the e-scooters. Baltimore has several low income and minority neighborhoods close to the city center, and a lot of demand for short trips that are not well served by Baltimore's transit system.

The experience of Baltimore shows that e-scooters can be a popular, well-used mode in low income and minority communities.

PROSPECTS

Shared micro-mobility serves the TPB's regional planning goals. It provides a valued option for short trips. On average, the typical scooter user or bike share annual/monthly pass-holder rides for 11-12 minutes and 1-1.5 miles per trip.[62] Growth in dockless mobility has come mostly at the expense of ride-hailing, driving, and walking.

Dockless shared mobility is likely to continue for the immediate future. Safety, sidewalk riding, and parking issues can be at least partially mitigated.

However, there are long-term threats to the industry. The companies are not profitable, and they depend on venture capital. Theft and vandalism have led to a low vehicle lifespan. Permit fees and other regulatory demands are increasing, and operators may need to raise their rates, which could reduce the appeal of shared systems.

[62] Ibid, page 8.

OUTLOOK

Facilities for bicycling and walking in the Washington region are likely to improve significantly in the future. Federal, regional, state and local policies and transit agency initiatives all call for better and more complete facilities. Bicycle lanes, protected bike lanes, and dual facilities for pedestrians and bicyclists will become more common, and bike sharing will continue to expand in the urban core and beyond.

CHAPTER 5: RECOMMENDED PRACTICES

The TPB Vision, Region Forward, and Regional Transportation Priorities Plan call for a transportation system that allows convenient and safe bicycle and pedestrian access, with dynamic regional activity centers and an urban core that contain a mix of jobs, housing and services in a walkable environment. In order to achieve these goals, the Bicycle and Pedestrian Subcommittee has developed the following set of recommended best practices.

A. INCORPORATE BICYCLE AND PEDESTRIAN ELEMENTS IN ALL JURISDICTIONAL PLANNING AND DESIGN POLICIES. ADOPT "COMPLETE STREETS" POLICIES.

Include bicycling and walking, incorporating provisions for persons with disabilities, in all stages of the transportation and land use planning process, from initial concept through implementation.

Figure 6: Missing Sidewalk/TPB/Michael Farrell

In particular, consistent with federal policy and the National Capital Region Transportation Planning Board's Complete Streets policy, every jurisdiction and agency should **adopt a Complete Streets policy** that includes elements that the TPB believes reflect current best practices.

Under Complete Streets policies pedestrians and bicyclists will be accommodated as part of all transportation projects, with a **few limited and well-defined exceptions**. A Complete Streets policy would typically not apply:

- To a new transportation facility construction or modification project for which, as of the effective date of the adoption of the policy, at least 30 percent of the design phase is completed.

- To a transportation facility which prohibits, by law, use of the facility by specified users, in which case a greater effort should be made to accommodate those specified users elsewhere in the travel corridor.

"A complete street safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility."

- When the cost to the exempted project in achieving compliance with the applicable complete streets policy would be excessively disproportionate (as per FHWA guidance), as compared to the need or probable use of a particular complete street.

- When the existing and planned population and employment densities or level of transit service around a particular roadway are so low that there is a documented absence of a need (as per FHWA guidance) to implement the applicable complete streets policy.

"VDOT will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking"

- To passenger and freight rail projects, which shall not be required to accommodate other motorized users in the railway right of way, although safe and adequate rail crossings for motorized and non-motorized users should be provided.

- To transportation projects which do not provide for direct use by the public, such as maintenance facilities, drainage and stormwater management facilities, education and training, transportation security projects, beautification, and equipment purchase or rehabilitation.

Agencies should carry out periodic **audits to monitor compliance** with a Complete Streets policy once it is adopted.

An effective complete streets policy is critical, since retrofitting pedestrian and bicycle accommodations is far more expensive than designing them in from the beginning. Policies which urge agencies to "consider" or "encourage" the provision of pedestrian and bicycle facilities often do not provide clear guidance as to when pedestrian or bicycle facilities should or should not be provided. Absent a clear mandate, pedestrian and bicycle facilities tend to be omitted.

Retrofitting pedestrian and bicycle accommodations is far more expensive than designing them

In addition, agencies should:

1. **Take into account likely future demand** for bicycling and walking facilities in planning transportation projects; do not adopt designs that would preclude future improvements.

2. **Encourage public participation** by bicyclists, pedestrians the disabled, and other community groups in the planning process.

3. Ensure **adequate funding** for bicycle and pedestrian transportation staff and facilities, including land acquisition, design, construction, and proper maintenance.

4. **Integrate bicycling and walking** into new development, including new **schools**.

5. Require **land developers** to **finance and construct sidewalks**, shared-use paths, and bicycle parking facilities within their developments.

6. Require land developers to design developments in a way that facilitates internal and external bicycle and pedestrian access. New development should feature a **dense network of interconnected streets** to minimize trip distance and offer many low-speed, low-traffic routes. Superblock and cul-de-sac development patterns should be discouraged, and transit-oriented development should be encouraged. Use the Virginia Department of Transportation's Secondary Street Acceptance Requirements as a model.[63]

Students who walk to school behave and perform better

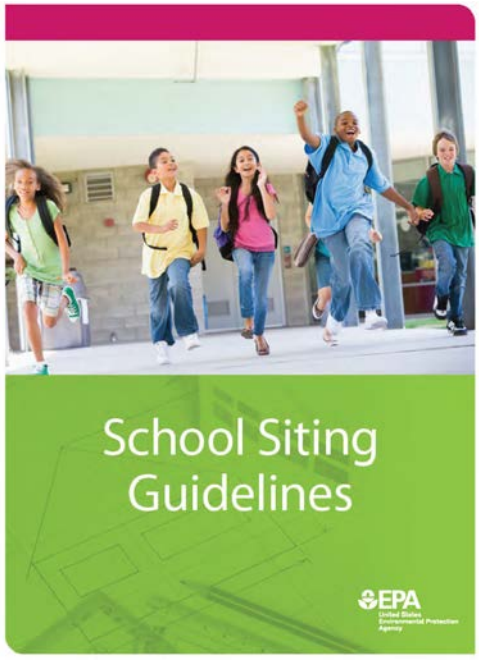

Figure 48: EPA School Siting Design Guide

7. Locate new schools in walkable communities. Use the EPA school siting guidelines.[64] For existing schools, improve pedestrian and bicycle facilities whenever a school is renovated or the streets surrounding a school are repaved or reconstructed.

8. Design, construct, operate, and maintain sidewalks, shared-use paths, street crossings (including over- and under crossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways so that all pedestrians, including **people with disabilities, can travel safely and independently**, in all seasons. Maintenance of pedestrian and bicycle facilities should include snow and ice removal.

B. IMPROVE INTER-JURISDICTIONAL COORDINATION TO DEVELOP A CONTINUOUS BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEM THROUGHOUT THE WASHINGTON METROPOLITAN AREA. TO THAT END, AGENCIES SHOULD:

1. Identify networks of existing bicycle routes (both on-street and off-street) in the urban core, suburbs, developing fringe, as well as connecting long distance inter-city routes. Ensure that these routes are included in land use and transportation plans, and not eliminated as development occurs.

2. Identify shared-use path corridors before they are developed, and preserve opportunities for development as shared-use paths.

[63] http://www.virginiadot.org/info/secondary_street_acceptance_requirements.asp

[64] http://www.epa.gov/schools/guidelinestools/siting/

3. Identify existing physical barriers to bicycling (such as rivers and streams, bridges, railroad tracks, highway crossings, and limited access highways with no crossing route) and identify solutions to overcome them.

4. Implement uniform wayfinding and/or designation for inter-jurisdictional routes that will provide easily understood instructions and information.

5. Convene and participate in a regional **working group** consisting of state and regional representatives to identify regional and long distance travel corridors for bicyclists, develop common signage guidelines, and develop of recommended bikeway alignments within travel corridors.

6. Identify **low-stress streets** for bicyclists and pedestrians in the street network, and identify ways to connect them to each other.[65]

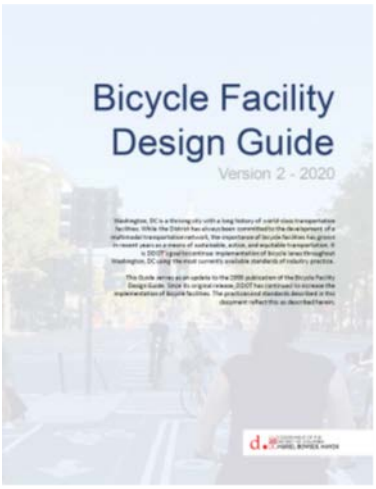

Figure 47: DC Bicycle Facility Design Guide

C. DEVELOP AND ADHERE TO CONSISTENT BICYCLE AND PEDESTRIAN FACILITY DESIGN AND CONSTRUCTION STANDARDS IN EACH JURISDICTION:

Assure adequate planning, construction and maintenance standards for comfortable and safe bicycling on both on-street routes and off-street paths, as well as comfortable and safe walking on paths and sidewalks. To do so, they should:

- Adopt, as minimum standards for privately and publicly built facilities, the AASHTO *Guide for the Development of Bicycle Facilities*, AASHTO's *A Policy on Geometric Design of Highways and Streets,* and the AASHTO *Guide for the Planning, Design and Operation of Pedestrian Facilities,* the *ADA Accessibility Guidelines* from the U.S. Architectural and Transportation Barriers Compliance Board (Access Board), and the *Manual on Uniform Traffic Control Devices (MUTCD)* from the Federal Highway Administration.

- Establish and maintain **minimum design and maintenance standards** for each type of facility.

- In accordance with federal guidance, **go beyond the minimum requirements where necessary** to provide safe and comfortable accommodation for bicyclists and pedestrians. Agencies such as the District of Columbia Department of Transportation have developed their own design manuals to meet their

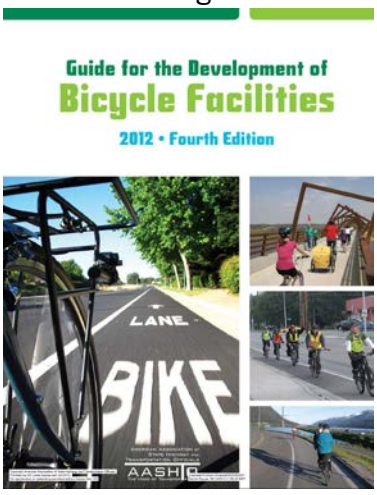

Figure 50: AASHTO Guide for the Development of Bicycle Facilities

[65] https://montgomeryplanning.org/awards/stress-map-award/

specific needs, and which may incorporate experimental measures which are not found in the current AASHTO bicycle facility design guide. The National Association of City Transportation Officials (NACTO), an alliance of city transportation departments, including the District Department of Transportation, has developed guides for bikeways and for urban areas. The NACTO guides provide designs and treatments not currently found in the AASHTO guides.

- For dense urban centers with low-traffic speeds and relatively high levels of bicycling and walking, use the NACTO *Urban Street Design Guide* and *Urban Bikeway Design Guide* where appropriate. FHWA has endorsed the "appropriate" use of the *Urban Bikeway Design Guide* to help agencies fulfill the above-mentioned 2010 federal guidance. FHWA notes that most of the treatments in the NACTO guide are allowed or not precluded by the MUTCD. Non-compliant traffic control devices can still be used as pilot projects, under the MUTCD experimentation process. As a supplement to the Bikeway Design Guide, NACTO's *Designing for All Ages & Abilities* guide provides guidance for selecting bikeways in various urban street settings.

Figure 51: NACTO Urban Street Design Guide/NACTO

- **Provide bicycle and pedestrian facility design and construction standards for various contexts**. Communities in low-density suburban and rural environments face different barriers to safe walking and bicycling than those in urban cores and require different design solutions to support safe bicycling and walking.

- Incorporate guidance from FHWA's Bikeway Selection Guide, which provides a framework for selecting safe bikeways in various roadway contexts, including those found in suburban and rural environments. The guide suggests the safest bicycle facilities based on a roadway's traffic volume and speed. In general, the higher the roadway traffic volume and vehicular speed, the greater the separation of the facility from the roadway.

- The US Department of Housing and Urban Development (HUD)'s Creating Walkable and Bikeable Communities features street and bicycle facility design guidelines for rural, suburban, and urban settings. The guide provides near-term actions as well as long-term recommendations, such as retrofitting community layouts.

D. IMPROVE ACCESS FOR PERSONS WITH DISABILITIES[66]

The Transportation Planning Board's Access for All Advisory Committee has identified the following recommended best practices for improving access to pedestrian facilities for persons with disabilities. More detailed recommendations can be found in the Accessibility Guidelines as noted above. With the exception of hand-rails on steep sidewalks, all of the following practices are legally required under the ADA for all new facilities and all reconstructed facilities:

- Sidewalks should have curb ramps. Ramps should be well-maintained, well-placed, and not too steep in order to permit their use by persons in wheelchairs.
- The height of wheelchair users should be considered when placing shrubs or other objects where they might block them from the view of motorists.
- Objects such as security barriers, fences, fire hydrants, telephone poles, parking meters, newspaper boxes, signal control boxes, and other street furniture should be placed in locations where they will not block curb ramps.
- The placement of crosswalk buttons must take into consideration the needs of people with disabilities.
- Audible pedestrian signals make communities safer for all pedestrians, including seniors and children as well as people with visual impairments.
- Sidewalks with steep slopes are difficult for people with disabilities to navigate, especially for people who use manual wheelchairs or people who have trouble walking. Hand rails could help mitigate these difficulties.

Design standards for the disabled, such as smoother surfaces, adequate width, and limits on cross-slope, are also beneficial for the non-disabled pedestrian. Slower traffic speeds, reduced turning speeds, and shorter crossing distances are safer for all pedestrians. Good design for persons with disabilities is good design for all.

[66] "Lessons Learned" fact sheet for Disability Awareness Day. National Capital Region Transportation Planning Board Access for All Committee, October 20, 2004.

E. MINIMIZE ROADWAY WIDTH, CURB RADII & CROSSING DISTANCE.[67]

To minimize pedestrian crossing distances and reduce impermeable, heat–absorbing asphalt coverage, the paved roadway of all streets should be designed to be the minimum width — and have the minimum number of lanes — that safely and cost–effectively allow for the desired operations of motor vehicles, buses, and bicyclists. Excess width should be reallocated to provide walking, transit, and bicycling facilities, public open space, green cover, and/or stormwater source control measures. If financial limitations preclude final implementation of street retrofits (e.g., curbing, streetscaping, etc.), the reallocation of space should still proceed with temporary or least costly approaches such as restriping.

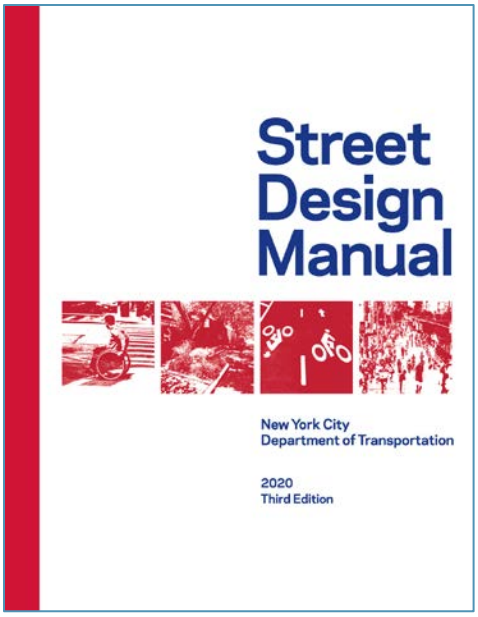

Figure 52: NYC Street Design Manual

To further reduce pedestrian crossing distances and slow turning vehicles, all roadway corners should be designed with the smallest possible radius that still accommodates the intended vehicle and emergency vehicles.

F. SET TARGET VEHICLE SPEEDS APPROPRIATE TO SURROUNDING LAND USE.

- Urban streets should function as public spaces for people as well as arteries for traffic and transportation. The best street design adds to the value of businesses, offices, and schools located along the roadway.[68] Lower speeds are often needed to enable a street to serve as a comfortable place to gather, shop, work, or live.

All Metrobuses have been equipped with racks to carry up to two bikes per bus

- Streets should be designed with target speeds and speed limits appropriate to their surrounding uses and desired role in the vehicular network. Slower target speeds and speed limits should be considered on local streets, residential streets, alleys; on streets adjacent to schools, senior or disabled pedestrian trip generators; waterfronts, parks, rail stations, and other significant pedestrian destinations.

- Traffic calming features may be designed in from the beginning, or retrofitted where needed, to bring traffic speeds down to the desired level.[69]

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[67] New York City Department of Transportation, *Street Design Manual,* 2009. Page 46.

[68] NACTO, *Urban Street Design Guide,* 2013.

[69] Ibid, pp. 76-91.

G. IMPROVE BICYCLE AND PEDESTRIAN CIRCULATION WITHIN AND BETWEEN REGIONAL ACTIVITY CENTERS AND THE URBAN CORE.

- Improve sidewalks, bikeways, intersections, signage and links to transit for bicyclists and pedestrians in activity centers.
- Improve access to and between regional activity centers.
- Provide access to activity centers from surrounding neighborhoods.
- Provide facilities to connect nearby activity centers.

Figure 53: Bike Lockers and Racks at NOMA Metro Station/TPB/Michael Farrell

H. INTEGRATE BICYCLING AND WALKING INTO THE PUBLIC TRANSPORTATION SYSTEM.[70]

- Make it easier and safer to walk and bike to bus stops and rail stations.
- Build sidewalks and pedestrian crosswalks and/or overpasses that connect transit stops to nearby neighborhoods, commercial areas, and existing pedestrian infrastructure.
- Site and/or space bus stops along bus routes so that they are accessible within a comfortable walking distance for passengers (typically ¼ to ½ mile).
- Improve lighting, signage, and wayfinding around transit stations.

Figure 54: Bike on Bus/WABA/Eric Gilliland

- Improve bicycle parking at Metro, commuter rail stations, and park and ride lots. Replace broken and obsolete bicycle racks with current recommended models. Add more Bike & Ride secure bicycle parking facilities at Metrorail stations.
- Improve customers' ability to make the "last mile" of their trip by locating bike sharing or increasing bike parking options at rail stations, and eliminate the need to bring a bike on the train during peak periods
- Provide bicycle racks on all transit buses.

[70] Photo of NOMA/Gallaudet Metro Station Bike Lockers: COG/TPB, Michael Farrell

- Provide for more efficient accommodation of bicycles on future rail services, including commuter rail, Metro, and light rail, in the Washington region. Vertical storage racks such as those on Maryland's MARC trains, and on the MAX light rail line in Portland, OR are good examples.

I. PROVIDE ADEQUATE BICYCLE SUPPORT FACILITIES.

- Enact zoning laws to require bicycle parking and related facilities as part of all new construction or major renovation, including office, retail, and housing developments.

- Construct bicycle parking facilities in well-traveled and lighted areas. Facilities should be covered and secure

- Require placement of bicycle parking facilities in convenient locations; short-term parking should be as close as possible to building entrances; long term parking facilities should be located in secure areas.

- Ensure the provision of showers and changing facilities in all new or renovated commercial developments.

- Provide bicycle parking on public property. Jurisdictions should install bicycle parking in public spaces where there is demand, such as public libraries, parks, and sidewalks near storefront retail.[71]

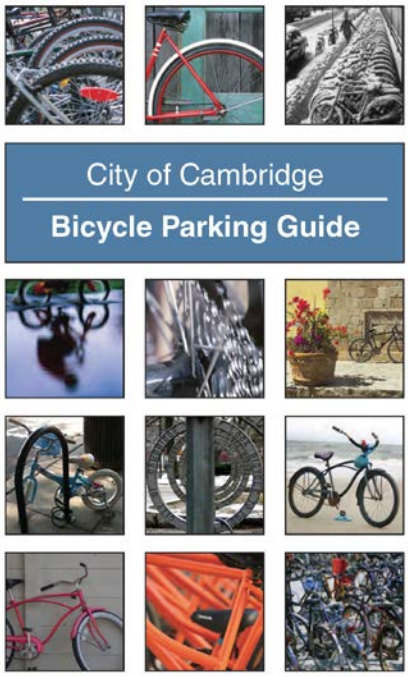

Figure 55: City of Cambridge Bike Parking Guide

J. EXPAND THE REGIONAL BIKE SHARING PROGRAM

Bike sharing is self-service public bicycle rental. It is similar to a car-sharing system, such as ZipCar, where members pay a fee and have access to any available bike throughout the regional system. Unlike earlier "public bicycle" or "yellow bike" programs, which failed due to lack of means of preventing theft, modern bicycle sharing links rentals to a user's credit card, which can be charged if the bicycle is not returned. Bike sharing took hold first in Europe, but has now become common in North America, with programs in dozens of cities.

The bike sharing system for the Washington region is Capital Bikeshare, currently one of the largest and most successful North American bike share systems. Their solar-powered docking stations have proven easier and faster to install than stations that require a utility hook-up.

Figure 56: Cyclist training/ WABA

The Institute for Transport Development Policy publishes a detailed bike share planning guide.

K. REALIZE THE TRANSPORTATION BENEFITS OF MICROMOBILITY

- Bikeshare is part of a rapidly expanding category of transportation called micromobility. While there is some disagreement about what constitutes micromobility, micromobility generally refers to travel across short distances using small, lightweight devices that operate at low speeds (typically 15 mph) such as e-scooters, hoverboards, and e-bikes.[72] Users access micromobility systems through a smartphone application that locates a device, tracks the start and end of a trip, and collects payment. Micromobility has recently increased in popularity. As of August 2020, the United States had 71 docked bikeshare systems, 50 dockless bikeshare systems, and 145 e-scooter systems.[73]

- Micromobility is changing the transportation landscape in communities where it is deployed. It enhances the efficiency of a transportation network by meeting travel needs at the individual trip level. It also supports TDM goals by reducing automobile trips. Moreover, the flexibility of micromobility systems enables service to reach locations currently lacking transportation alternatives. While micromobility is associated with positive outcomes, it also presents jurisdictions with questions about operator regulation, public safety, and curb space management. While cities have

[72] PBIC Brief does not include human-powered devices in its definition of micromobility (https://www.pedbikeinfo.org/cms/downloads/PBIC_Brief_MicromobilityTypology.pdf) while ITDP does (https://www.itdp.org/multimedia/defining-micromobility/).

[73] Available from BTS: https://data.bts.gov/stories/s/fwcs-jprj

approached micromobility differently, some common practices have emerged, such as:

- Regulate shared micromobility vendors through permits or a pilot/demonstration program. Permits and pilots tie system operations to performance standards set by the municipality. NACTO's Shared Mobility Guidelines outlines recommended terms and conditions for city permits or contracts with shared mobility providers.

- Provide infrastructure so that users can safely ride devices. NACTO recommends that cities prioritize construction of bikeways and discuss what devices can operate in bikeways.

- Designate parking zones for shared micromobility devices in high volume areas. Seattle, Atlanta, and Washington, D.C., have "corrals" to limit devices parked in the public right-of-way.

- Enhance micromobility laws to promote safe user behavior. Jurisdictions have passed laws that regulate where micromobility users can ride, operation speeds, device parking locations, adherence to traffic laws, riding while under the influence of drugs or alcohol, user age requirements, and helmet requirements among other topics. Some laws penalize users with fines for violations.

- To help enforce the rules, jurisdictions can request that vendors limit the function of devices, such as geofencing areas where devices are prohibited.

- Offer frequent education and training through different mediums on the safe use of devices.

- Obtain data from micromobility vendors to evaluate programs and inform planning.

- Coordinate with engineers, planners, and designers to determine how street design standards should be updated to accommodate low-speed devices.

- Minimize sidewalk riding. Sidewalk riding and illegal parking can be dangerous to pedestrians, especially disabled and vulnerable pedestrians. Provision of bike lanes and parking corrals, rider education, and enforcement can help mitigate these conflicts.

L. DEVELOP PEDESTRIAN AND BICYCLE SAFETY EDUCATION AND ENFORCEMENT PROGRAMS IN ALL JURISDICTIONS.

- Promote pedestrian and bicycle safety education programs for children, beginning at the early ages.

- Establish and maintain pedestrian and bicycle safety programs at the elementary school level, including classroom and on-bicycle instruction.

- Develop and distribute pedestrian and bicycle safety information materials designed to teach beginning cyclists and young pedestrians.

- Emphasize the use of bicycle helmets as a means of injury reduction, lights after dark, reflectors, and reflective clothing for pedestrians.
- Improve cycling skills and pedestrian safety habits of adults and young adults.

Volunteer Patrols can help with Trail Security

- Produce and distribute information on bicycle usage and safety.
- Emphasize the use of helmets for rider protection, lights after dark, reflectors, and reflective clothing for pedestrians.
- Increase motorist awareness and accommodation of bicyclists and pedestrians, and bicyclist and pedestrian awareness and accommodation of motorists.
- Include bicycle and pedestrian information in automobile drivers' training classes, driver's manuals, and license exams, and through the media.
- Coordinate public media campaigns with law enforcement.
- Encourage jurisdictional uniformity of traffic laws relating to bicycling and walking. Encourage conformity with such regulations as the Uniform Vehicle Code.
- Encourage consistent bicycle law enforcement to assure safe bicycling and walking.

The regional "Street Smart" Pedestrian and Bicycle Safety Campaign urges motorists and pedestrians to "Slow Down" and "Use Crosswalks"

- Emphasize the enforcement of traffic laws dealing with offenses known to cause crashes between bicycles and motor vehicles, such as wrong way bicycling, and ignoring stop signs or stop lights.
- Emphasize enforcement of traffic laws dealing with offenses known to cause crashes between pedestrians and motor vehicles, such as motorists failing to yield to pedestrians, and pedestrians disobeying "Don't walk" signals.

- Improve bicycle and pedestrian accident reporting and analysis procedures at the state and regional levels, to provide jurisdictions with a better understanding of accident causes and countermeasures.

- Provide significant law enforcement presence along regional off-road trail networks and encourage inter-jurisdictional cooperation and coordination to provide for the safety and security of all pedestrians and bicyclists.

Figure 57: Street Smart Ad

M. ENCOURAGE WALKING AND BICYCLING

- Each jurisdiction and agency should encourage walking and bicycling, and promote the perception of both as legitimate forms of travel, in the way most appropriate to that organization. Examples include:

- Have walk and bike-friendly policies for employees. Let employees know that walking and bicycling is both permitted and encouraged. Organize/support/participate in events such as Bike to Work Day, Car-Free Day, etc.

- Carry out pedestrian and cyclist education programs that also encourage walking and bicycling, such as Safe Routes to School. Designate a Safe Routes to School coordinator for every community.

- Provide high-quality information to the public on the benefits of walking and bicycling, and where and how it can be done in your community, through programs such as WalkArlington and BikeArlington. Partner with employers, transportation demand managers, and advocacy groups.

- As part of a comprehensive transportation demand management program, provide financial incentives for employees to walk and bicycle.

- For States and metropolitan regions, consider investing in paid media campaigns.

N. EACH JURISDICTION SHOULD DEVELOP A HIGH VISIBILITY BICYCLE OR PEDESTRIAN PROJECT TO DEMONSTRATE THE EFFECTIVENESS OF BICYCLING AND WALKING AS A SHORT DISTANCE TRANSPORTATION MODE.

- Ensure that projects are feasibly implemented and supported by the community and the government agencies responsible for implementation.

- Undertake extensive publicity and promotion for each facility or service included in the project.

- Conduct an extensive analysis of the effectiveness of each project following the demonstration period.

Figure 58: Lawyers Road Before Road Diet/VDOT

Figure 59: Lawyers Road After Road Diet/VDOT

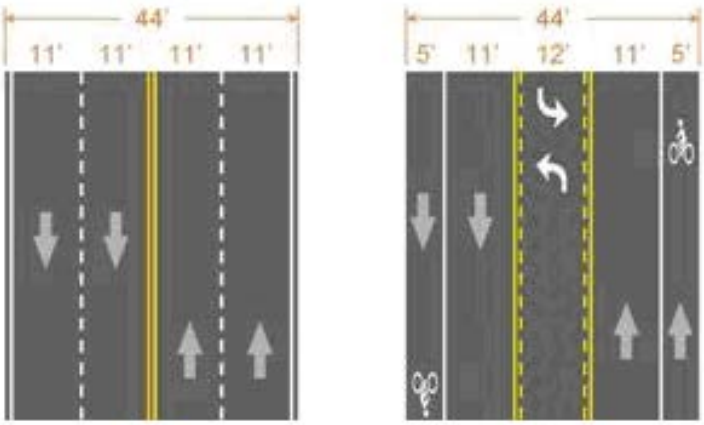

Figure 60: Road Diet/VDOT

VDOT completed a model Road Diet project in Reston, VA, shrinking Lawyer's Road from four lanes to two plus a turn lane and bike lanes

O. EACH AGENCY SHOULD DESIGNATE A BICYCLE COORDINATOR AND A PEDESTRIAN COORDINATOR TO OVERSEE BICYCLE AND PEDESTRIAN PROGRAMS.

- Experience has shown that without a designated staff person or persons responsible for overseeing their implementation, pedestrian and bicycle programs and policies are not implemented effectively. Staffing levels should be proportional to the size of the agency and volume of work.

- All TPB member jurisdictions with active pedestrian and bicycle programs should designate a lead staff person or coordinator.

P. INTEGRATE EQUITY IN BICYCLE AND PEDESTRIAN PLANNING.

- Transportation planning in the US has traditionally been driven by efficiency or cost. Since the 1990s, however, transportation professionals have increasingly recognized equity as a necessary consideration, among other factors. By focusing on equity, transportation professionals allocate transportation investments based on need, allowing services and infrastructure improvements to flow to the most under-resourced populations. In July 2020, the TPB Board of Directors affirmed equity as a fundamental value in the metropolitan region. This commitment is consistent with federal policy.

- Under-resourced populations may rely on alternative modes like walking and biking more than other segments of the population. Households in poverty have lower car ownership rates, and higher biking and walking rates compared to higher-income households.[74] Planning professionals can address the needs of under-resourced communities through several strategies, including:

- Hire agency staff of all levels who understand the community the agency serves.

- Train agency staff to effectively communicate with constituents about transportation equity issues, which can often be complex.

- Evaluate the metrics used to prioritize infrastructure projects to avoid unintentional bias in the allocation of resources. The Victoria Transport Policy Institute's Evaluating Transportation Equity guide discusses the various equity impacts resulting from transportation planning, and how planning assumptions and metrics affect outcomes. FHWA's Performance Based Planning and Programming Guidebook may offer additional guidance for incorporating equity and environmental justice into planning processes.

- Remove barriers for under-resourced communities to participate in the transportation planning process.

- Consider developing an inclusive public engagement planning guide, similar to those developed for the cities of Seattle or Oakland, to assist planners.

- Locate public meetings in accessible and convenient locations and times.

- Host public meetings in informal settings that are conducive to participation and enable relationship-building.

- Communicate meetings through mediums that the community uses, such as social media, and provide ample advance notice of meetings. Partner with local community organizations to communicate meetings.

- Make meetings family-friendly or provide childcare at meetings.

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[74] FHWA, FHWA NHTS Brief: Mobility Challenges for Households in Poverty (2014). Available at: https://nhts.ornl.gov/briefs/PovertyBrief.pdf .

CHAPTER 6: THE 2045 NETWORK

This chapter details the types, numbers, and mileage of facilities in the plan. It shows the share of people, jobs, households, Equity Emphasis Areas, Activity Centers, and Transit Access Focus Areas that will be served by a network of high quality, low-stress facilities. It provides a cost estimate for building the 2045 Network, and it includes a network map and a link to an interactive map and dashboard.

Facility Type	Number of projects	Total Number of Miles
Bicycle Route Marking	117	53.19
Bike Boulevard	38	35.56
Bike Share	2	--
Bike/Scooter Corral	1	--
Bikeable Shoulders	3	4.26
Buffered Bicycle Lane	44	29.45
Contraflow Lanes	2	1.73
Other	96	113.87
Pedestrian Intersection Improvement	9	4.32
Pedestrian/Bicycle Bridge or Tunnel	8	3.10
Protected Bicycle Lane	210	137.79
Shared Use Path	810	1707.00
Sidewalk[75]	18	10.86
Standard Bicycle Lane	274	363.23
Streetscape/Pedestrian Improvements	17	44.93
Traffic Calming	1	1.83
Total	1650	2510.15

Table 8: Planned Bicycle and Pedestrian Facilities

[75] Numerous small projects, especially sidewalk projects, or projects not receiving federal funding, do not appear in this plan. Total actual mileage constructed in the region is presumed to be much greater.

The Bicycle and Pedestrian Plan for the National Capital Region includes 1650 bicycle and pedestrian facility improvement projects from across the region. If every project in the plan is implemented, in 2045 the region will have added approximately 138 miles of protected bicycle lanes, 30 miles of buffered bicycle lanes, 274 miles of standard bicycle lanes, and over 1700 miles of shared-use paths. The overall network length will increase by approximately 2500 miles.

If every project in the plan is built, the regional bike/ped network will increase by 2500 miles

The 2015 Bicycle and Pedestrian Plan included 593 miles of existing major shared-use paths, and 136 miles of existing on-street bike lanes. Bike lane construction under Complete Streets policies has accelerated since then, bringing the Washington region to over 300 miles of on-street bike lanes, and over 800 miles of major shared-used paths. If every project in this plan is built, the total network length in the year 2045 will be over 3600 miles. This estimate does not include numerous neighborhood bike paths, sidewalks, hiking paths, roadway shoulders, and signed bicycle routes.

BUFFER ANALYSIS OF THE PLANNED LOW STRESS NETWORK

Facility Type	Total Number of Miles
Bike Boulevard	35.56
Protected Bicycle Lane	137.79
Shared Use Path	1,707.00
Total	1,880.35

Table 9: Planned Low Stress Facilities

Shared used paths, protected bike lanes, and bicycle boulevards are low-stress, high quality facilities, suitable for all ages and abilities, and therefore potentially eligible to be part of the National Capital Trail Network.

There are 1880 miles of such facilities planned. If this network existed in 2020, 75% of the population and 86% would be within a half-mile of it. The proportions of population and jobs withing ½ mile of this network in 2045 would be essentially the same, at 76% of population and 87% of jobs.

76% of the population and 86% of the jobs will be within a half mile of a low stress bike/ped facility

THE LOW-STRESS NETWORK VS. THE NATIONAL CAPITAL TRAIL NETWORK (NCTN)

The low-stress network includes all the planned facilities in the Bicycle and Pedestrian Plan that are of a type judged to be “low stress” – shared use paths, protected bike lanes, and bicycle boulevards. Existing facilities are generally not part of the plan.

The National Capital Trail Network includes 779 miles of planned low-stress facilities, while the larger low-stress network identifies 1880 miles of such facilities. The National Capital Trail Network also includes 644 miles of existing low-stress facilities.

The National Capital Trail Network is one of the initiatives of the region's transportation plan, Visualize 2045. A project that is part of the National Capital Trail Network is prioritized for funding.

	Low-Stress Network (Bicycle and Pedestrian Plan)	National Capital Trail Network
Miles (Planned)	1,880	779
Miles (Existing)	N/A	644
% Population within ½ Mile	75%	71%
% Jobs within ½ Mile	86%	76%
Miles (Total	1,880	1423

Table 10: Planned Low-Stress Network vs. National Capital Trail Network

EQUITY EMPHASIS AREAS, ACTIVITY CENTERS, AND TRANSIT ACCESS FOCUS AREAS

Equity Emphasis Areas are the 351 of the region's 1,222 total Census tracts identified by the TPB as having high concentrations of low-income individuals and communities of color. In this plan, 283 of the Equity Emphasis Areas in the region will have a low stress bicycle or pedestrian facility built within their boundaries, as will 132 of the 141 Activity Centers, and 42 of the 49 Transit Access Focus Areas. Transit Access Focus Areas around high capacity transit stations have been identified as having the greatest need for improvements to make it easier for people to walk and bike to transit.

Jurisdiction	Number of EEAs Served
City of Alexandria	5
Arlington County	12
Charles County	4
District of Columbia	85
Fairfax County	35
Frederick County	9
Loudoun County	3
City of Manassas	1
City of Manassas Park	1
Montgomery County	45
Prince George's County	68
Prince William County	15
Total	283

Table 11: Number of Equity Emphasis Areas Served

80% of Equity Emphasis Areas will be served by a planned Low Stress Facility

Jurisdiction	Activity Centers Served
City of Alexandria	4
Arlington County	10
Charles County	2
District of Columbia	24
Fairfax County	28
Frederick County	7
Loudoun County	7
Montgomery County	22
Prince George's County	19
Prince William County[76]	9
Total	132

Table 12: Number of Activity Centers Served

94% of Activity Centers will be served by a Low Stress Facility

Jurisdiction	Number of TAFA Walksheds Served
Arlington County	3
City of Alexandria	2
City of College Park	1
City of Falls Church	1
City of Frederick	1
City of Gaithersburg	1
City of Greenbelt	1
City of Rockville	1
City of Takoma Park	1
District of Columbia	7
Fairfax County	8
Frederick County	1
Montgomery County	8
Prince George's County	7
Prince William County[77]	1
Total	44

86% of Transit Access Focus Areas, will be served by a Low Stress Facility

[76] Includes City of Manassas Activity Center

[77] Includes Broad Run TAFA in City of Manassas

Table 13: Transit Access Focus Areas Served

Project Infotrak Database and the Interactive Map and Dashboard

During the preparation of this plan, TPB member jurisdictions provided project information and associated GIS layers for the new plan database, enabling mapping for most individual projects. The GIS map in turn helps us analyze the degree to which the network will serve the TPB's priorities.

THE 2045 NETWORK MAP

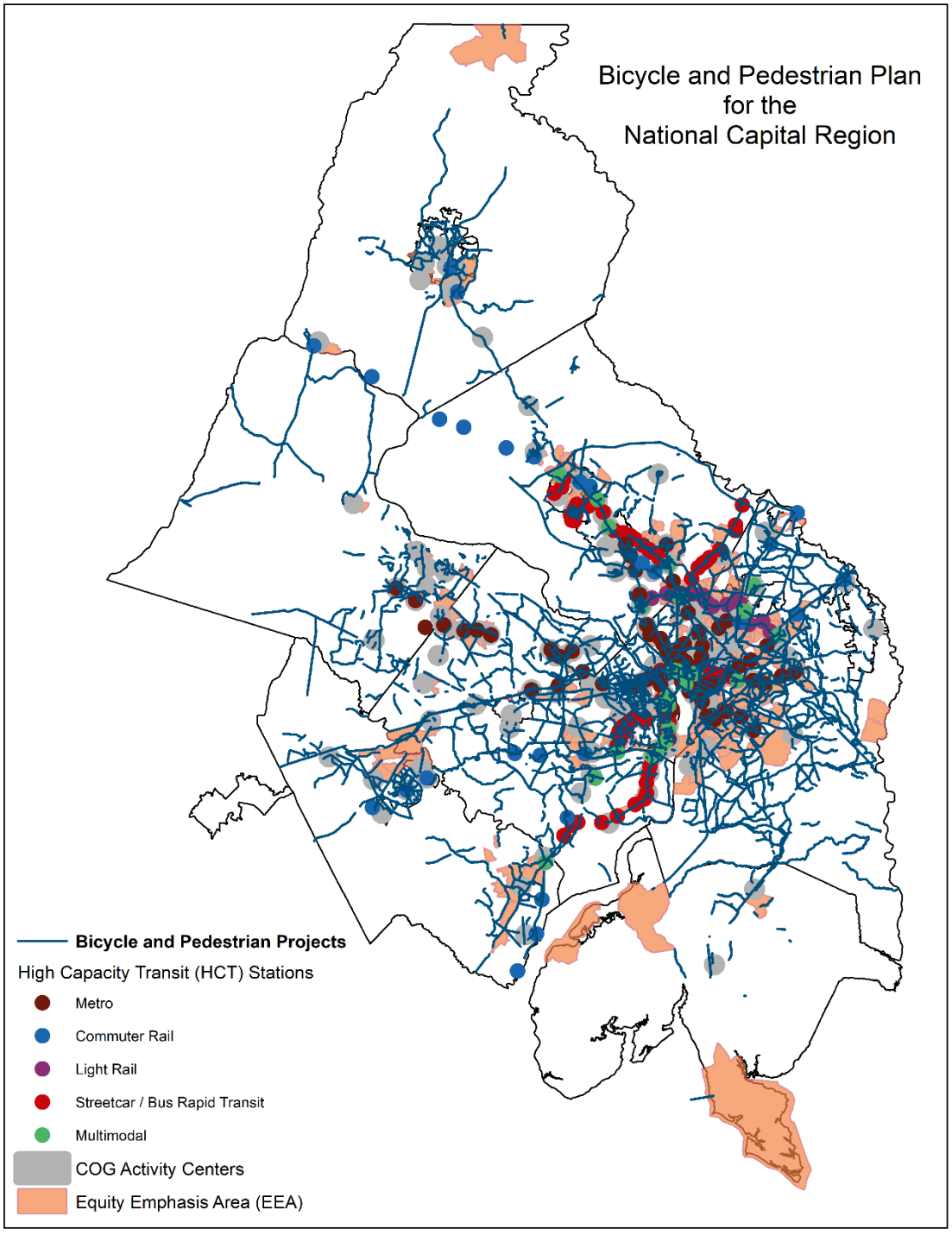


Figure 50 Planned Bicycle and Pedestrian Network

A static map of the 2045 Network is shown above. An interactive map of the planned projects can be found at [URL to be provided].

COST PROJECTIONS

Given the difficulties of getting actual cost estimates for each project, we have imputed a range of regional costs for the plan based on an typical cost per mile or per project.

Completing all the planned projects would cost $5 billion.

Costs for bicycle and pedestrian projects vary significantly. Costs for pavement restriping can be very low, especially if carried out in conjunction with scheduled resurfacing. On the other hand, complex urban projects can be quite expensive.[78]

Within the urban core and inner suburbs, the top 20 most expensive projects account for 50% of the cost estimate for completing 408 miles of trail. Completing those 408 miles, according to the combined estimates by the jurisdiction staff, will take $1.2 billion. Long-distance trails and complex urban projects comprise the top 20 most expensive projects within the network and are not representative of average trail project costs.

The total cost of bicycle and pedestrian improvements listed in the regional plan, based on facility types and mileage, is expected to be on the order of $5 billion (2020 dollars).

	Imputed Costs for Selected Bicycle Facilities (in thousands of dollars)			
Facility Type	Imputed Cost Range per Mile or per Project	Average	Miles or Number of Projects	Imputed Cost
Shared Use Path[79]	$400 - $3,000	1700	1707 miles	$680,000 - $5,100,000
Bicycle Lane	$5 - $50	27	395 miles	$2,000 - $40,000
Protected Bicycle Lane	$130-$540	140	138	$18,000- $74,500
Pedestrian/Bicycle Bridge/Tunnel	$2,000 - $10,000	600	8 projects	$16,000 - $80,000
Pedestrian Intersection Improvement	$500 - $1000	750	9 projects	$4,500 - - $9,000
Streetscape	$2,000 - $5,000	2,500	17 projects	$34,000 - $85,000
Total				$600,000 - $6,060,000

Table 14: Imputed Costs

78 The Capital Trails Coalition has studied local construction costs within the Washington region, meeting with the staff at the different jurisdictions within the urban core to gather actual costs from recently completed trail projects, as well as locally known project cost estimates.

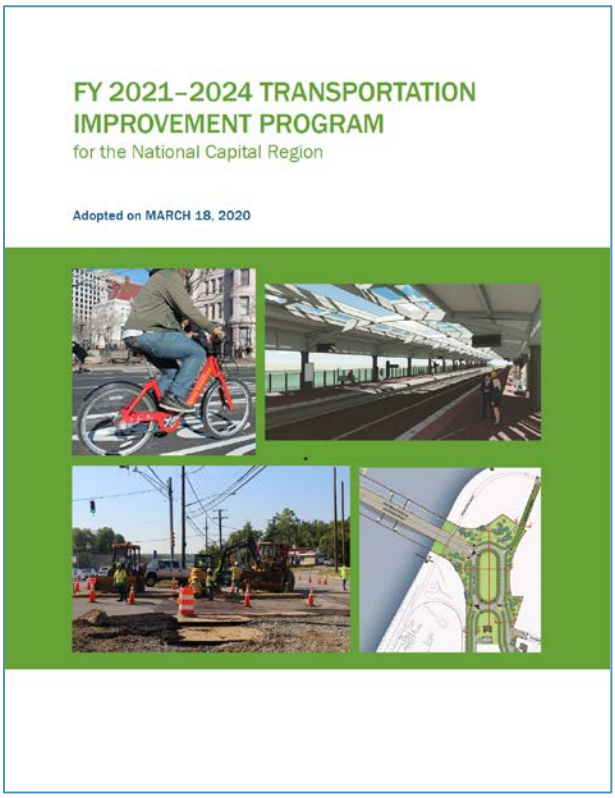
79 https://www.capitaltrailscoalition.org/network-cost-estimate/

COST OF BIKE/PED PROJECTS IN THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

To put the $5 billion estimate in context, the TPB's four-year, FY 2021–2024 TIP contains over 300 project records and more than $15 billion in funding across the region. Of the 420 TIP projects, 49 are identified as being "primarily a bicycle and/or pedestrian project. These projects add up to $751 million, or **4.7% of the funding in the four year TIP**. If the region maintains that level of spending through 2045**, it will spend roughly $4.7 billion on pedestrian and bicycle infrastructure.**

The COG/TPB's goal to increase the rate of construction of bicycle and pedestrian facilities in the region is being met. Funding for bicycle and pedestrian projects in the TIP has increased sharply during the last decade. For example, the six-year Fiscal Year 2013-2018 TIP included $313 million for bicycle and pedestrian projects, less than half of the level in the current TIP.

The TIP does not provide a complete picture of the region's planned investments in bicycle and pedestrian infrastructure. Every submitting agency reported that their jurisdiction had a Complete Streets policy, which implies pedestrian and bicycle accommodations in larger road or transit projects. The cost of those accommodations is not always calculated or reported. Privately funded infrastructure is not included in the TIP.



EXPLANATION OF PROJECT LISTINGS

Appendix A lists the plan projects, organized alphabetically by lead agency.

The Project Infotrak database contains more extensive information. Agency staff may submit or edit project information via a web portal.

This project list is intended to be a list of significant planned bicycle and pedestrian projects in the Washington region. Agencies were encouraged to submit projects for inclusion if they were one mile or more in length or cost more than $400,000. Small sidewalk projects are not included unless they were part of a larger pedestrian or bicycle project.

APPENDIX A: 2045 NETWORK PROJECTS

BY LEAD AGENCY

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
10th Street North Bicycle Facility	Other	Arlington	Arlington Co. DES	8576	0.65
110 Trail/cemetery Wall Trail	Shared Use Path	Arlington	Arlington Co. DES	7278	1.17
11th Street North Bicycle Boulevard	Bike Boulevards	Arlington	Arlington Co. DES	8580	0.65
15th and 16th Streets N. Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8567	1.51
16th Street South Bicycle Boulevard	Bike Boulevards	Arlington	Arlington Co. DES	8592	0.85
18th Street South Bicycle Facility	Other	Arlington	Arlington Co. DES	8545	0.21
19th Street North Bicycle Lanes	Standard Bicycle Lane	Arlington	Arlington Co. DES	8564	0.15
20th Street South Bicycle Boulevard	Bike Boulevards	Arlington	Arlington Co. DES	8587	0.90
22nd St North Bicycle Boulevard	Bike Boulevards	Arlington	Arlington Co. DES	8534	1.69
22nd Street South Bicycle Boulevard	Bike Boulevards	Arlington	Arlington Co. DES	8593	0.52
26th Street Bicycle Boulevard	Bike Boulevards	Arlington	Arlington Co. DES	8535	2.21
8th Road N./Bluemont Park Connector	Shared Use Path	Arlington	Arlington Co. DES	8491	0.11
Airport Viaduct Connector	Standard Bike Lane	Arlington	Arlington Co. DES	8507	0.62
Alcova Heights/South Glebe Road Improvements	Streetscape/Pedestrian Improvements	Arlington	Arlington Co. DES	8514	0.93
Arlington Boulevard Trail	Shared Use Path	Arlington	Arlington Co. DES	7324	4.59

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Arlington National Cemetery Wall Trail	Shared Use Path	Arlington	Arlington Co. DES	8509	0.40
Army Navy Country Club Emergency Access Road	Other	Arlington	Arlington Co. DES	8498	0.21
Army Navy Drive Protected Bike Lane	Shared Use Path	Arlington	Arlington Co. DES	7287	0.69
Ashton Heights-Lyon Park Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8575	1.18
Bluemont Junction Trail Upgrades	Shared Use Path	Arlington	Arlington Co. DES	8518	1.29
Bluemont Park to Upton Hill Park Trail	Shared Use Path	Arlington	Arlington Co. DES	8519	0.39
Chain Bridge Access Improvements	Shared Use Path	Arlington	Arlington Co. DES	8524	0.39
Chain Bridge Connection Enhancements	Pedestrian Intersection Improvement	Arlington	Arlington Co. DES	8560	0.39
Chain Bridge Road /Pimmit Run Trail	Shared Use Path	Arlington	Arlington Co. DES	8520	0.18
Clarendon Metro Station Access	Other	Arlington	Arlington Co. DES	8550	0.68
Columbia Pike Bicycle Boulevards Expansion	Bike Boulevards	Arlington	Arlington Co. DES	8505	2.82
Columbia Pike Sidewalk Project	Shared Use Path	Arlington	Arlington Co. DES	7315	0.81
Courthouse Road Bicycle Facility	Other	Arlington	Arlington Co. DES	8549	0.18
Crystal Drive Two-Way Conversion Bicycle Lanes	Standard Bike Lane	Arlington	Arlington Co. DES	8486	0.15
Crystal Drive/Potomac Avenue Enhanced Bicycle Facilities	Other	Arlington	Arlington Co. DES	8544	1.36
Culpepper to 20th Street North Connector	Shared Use Path	Arlington	Arlington Co. DES	8522	0.10
Custis (I-66) Trail Renovation	Shared Use Path	Arlington	Arlington Co. DES	8493	5.19

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Donaldson Run Trail Renovation	Shared Use Path	Arlington	Arlington Co. DES	8521	0.96
Fairfax Drive Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8566	0.25
Fairfax Drive Bicycle Facility	Other	Arlington	Arlington Co. DES	8565	0.36
Fairfax Drive Enhanced Bicycle Facility	Other	Arlington	Arlington Co. DES	8553	1.09
Fifth Road South Bicycle Facility	Other	Arlington	Arlington Co. DES	8588	0.15
Fort Myer Drive - North Detour	Other	Arlington	Arlington Co. DES	7333	0.43
Fort Myer Drive Protected Bike Lanes	Protected Bicycle Lane	Arlington	Arlington Co. DES	8556	0.42
Fort Scott Drive Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8591	0.96
Four Mile Run - Potomac Yards Connector	Shared Use Path	Arlington	Arlington Co. DES	7336	0.05
Four Mile Run & W&OD Trail Improvements in Benjamin Banneker Park	Shared Use Path	Arlington	Arlington Co. DES	8484	0.30
Four Mile Run Bridge	Pedestrian/Bicycle Bridge or Tunnel	Arlington	Arlington Co. DES	8508	0.19
Four Mile Run Trail Enhancements	Shared Use Path	Arlington	Arlington Co. DES	8494	2.00
Freedom Park Enhancements	Shared Use Path	Arlington	Arlington Co. DES	8512	0.32
Glencarlyn/Hospital Trail	Shared Use Path	Arlington	Arlington Co. DES	8515	0.32
Henderson Rd/S Abingdon/3rd Street/ S Wakefield Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8590	1.41
I-66 Overpass	Pedestrian/Bicycle Bridge or Tunnel	Arlington	Arlington Co. DES	8511	0.16

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Irving Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8589	1.22
Iwo Jima Memorial Connection to Theodore Roosevelt Bridge	Shared Use Path	Arlington	Arlington Co. DES	8504	0.28
John Marshal Drive/Ohio Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8582	1.98
Key Boulevard Trail Renovation	Shared Use Path	Arlington	Arlington Co. DES	8513	0.40
Key Boulevard/13th Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8574	1.68
Kirkwood Road Bicycle Lanes	Standard Bike Lane	Arlington	Arlington Co. DES	8578	0.09
Lee Highway (eastbound) Bicycle Lane	Standard Bike Lane	Arlington	Arlington Co. DES	8557	0.89
Lee Highway Bicycle Facility	Other	Arlington	Arlington Co. DES	8532	1.24
Lee Highway Bicycle Facility	Other	Arlington	Arlington Co. DES	8533	1.09
Lee Highway Bicycle Lanes	Other	Arlington	Arlington Co. DES	8558	0.48
Long Bridge Extension	Shared Use Path	Arlington	Arlington Co. DES	7428	0.48
Long Bridge Section	Shared Use Path	Arlington	Arlington Co. DES	7356	0.71
Manchester Street Bicycle Facility	Other	Arlington	Arlington Co. DES	8597	0.21
Manchester Street/Bluemont Connection	Shared Use Path	Arlington	Arlington Co. DES	8517	0.07
McKinley Road Buffered Bicycle Lanes	Buffered Bicycle Lane	Arlington	Arlington Co. DES	8490	0.61
Memorial Bridge Detour	Other	Arlington	Arlington Co. DES	7449	0.85
Memorial Bridge Detour	Other	Arlington	Arlington Co. DES	7450	0.11
Mount Vernon Pentagon Connector	Shared Use Path	Arlington	Arlington Co. DES	7429	0.19

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Mount Vernon Trail Extension	Shared Use Path	Arlington	Arlington Co. DES	8523	9.73
N. Abingdon/ N. Cameron/Columbus Streets Bicycle Facility	Other	Arlington	Arlington Co. DES	8536	1.46
N. Carlin Springs Rd Bicycle Facility	Other	Arlington	Arlington Co. DES	8583	1.29
N. Carlin Springs Road Trail	Shared Use Path	Arlington	Arlington Co. DES	8516	0.34
N. Edison/4th Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8537	0.46
N. Fillmore Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8548	0.13
N. George Mason Dr Bicycle Facility	Other	Arlington	Arlington Co. DES	8526	1.48
N. Glebe Road Bicycle Facility	Other	Arlington	Arlington Co. DES	8528	1.44
N. Glebe Road Bicycle Facility	Other	Arlington	Arlington Co. DES	8531	2.92
N. Harrison Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8538	3.06
N. Jackson Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8577	0.96
N. Lynn Street Protected Bicycle Lanes	Protected Bicycle Lane	Arlington	Arlington Co. DES	8562	0.26
N. Meade Street Bicycle Facility	Other	Arlington	Arlington Co. DES	8555	0.21
N. Nash Street Protected Bicycle Lanes	Protected Bicycle Lane	Arlington	Arlington Co. DES	8563	0.15
N. Quincy Street/Military Road Bicycle Facility	Other	Arlington	Arlington Co. DES	8541	0.51
N. Stafford Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8581	1.02
N. Sycamore Street/N. Roosevelt Street Bicycle Facility	Other	Arlington	Arlington Co. DES	8561	1.50

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
North Ballston Custis Connection	Other	Arlington	Arlington Co. DES	8530	0.11
Old Dominion Drive	Pedestrian Intersection Improvement	Arlington	Arlington Co. DES	8559	0.15
Park Drive Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8540	0.96
Penrose-Courthouse Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8547	0.61
Potomac Yard Four Mile Run Trail Connector	Shared Use Path	Arlington	Arlington Co. DES	8485	0.26
Quaker Lane Bicycle Facility	Other	Arlington	Arlington Co. DES	8569	0.67
Rock Spring Road Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8568	0.40
Rock Spring Road/35th Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8598	1.23
Rosslyn Circle Underpass	Pedestrian/Bicycle Bridge or Tunnel	Arlington	Arlington Co. DES	8506	0.07
Route 110 South Trail	Shared Use Path	Arlington	Arlington Co. DES	8510	1.14
Route 110 Trail Upgrades	Shared Use Path	Arlington	Arlington Co. DES	8500	0.71
S. Carlin Springs Road Bicycle Facility	Other	Arlington	Arlington Co. DES	8570	0.35
S. Courthouse Road Bicycle Facility	Other	Arlington	Arlington Co. DES	8595	0.59
S. Fern Street Bicycle Facility	Other	Arlington	Arlington Co. DES	8584	0.55
S. George Mason Drive Bicycle Facility	Other	Arlington	Arlington Co. DES	8525	2.21
S. Glebe Road Enhanced Bicycle Facility	Other	Arlington	Arlington Co. DES	8527	2.28
S. Joyce - June Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8585	0.78

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
S. Joyce Street/15th Street S. Enhanced Bicycle Facility	Other	Arlington	Arlington Co. DES	8546	0.52
S. Lynn St/Arlington Ridge Road Bicycle Facility	Other	Arlington	Arlington Co. DES	8586	1.54
S. Monroe Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8594	1.18
Shirlington Road Bridge	Pedestrian/Bicycle Bridge or Tunnel	Arlington	Arlington Co. DES	8489	0.07
Shirlington Road/S. Kenmore St Bicycle Facility	Other	Arlington	Arlington Co. DES	8539	0.86
South 2nd Street Bicycle Facility	Other	Arlington	Arlington Co. DES	8596	1.05
South Clark Cycle Track	Protected Bicycle Lane	Arlington	Arlington Co. DES	7279	0.40
Tr Bridge to N Meade St	Shared Use Path	Arlington	Arlington Co. DES	7413	0.20
Virginia Square - Cherrydale Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8579	1.02
W&OD/FMR Trail Crossing of Shirlington Road	Pedestrian Intersection Improvement	Arlington	Arlington Co. DES	8495	0.07
Walter Reed Drive Bicycle Facility	Other	Arlington	Arlington Co. DES	8542	1.52
Walter Reed Drive/ Fillmore Street Bicycle Facility	Other	Arlington	Arlington Co. DES	8543	0.33
Washington Boulevard Bicycle Facility	Other	Arlington	Arlington Co. DES	8571	1.05
Washington Boulevard Bicycle Facility	Other	Arlington	Arlington Co. DES	8572	1.10
Washington Boulevard Bicycle Facility	Other	Arlington	Arlington Co. DES	8573	2.37
Washington Boulevard Bridge	Other	Arlington	Arlington Co. DES	7451	0.20

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Washington Boulevard Bridge	Other	Arlington	Arlington Co. DES	7452	0.08
Washington Boulevard Sidewalk Upgrade	Shared Use Path	Arlington	Arlington Co. DES	8499	1.18
West Ballston Connection	Shared Use Path	Arlington	Arlington Co. DES	8497	0.27
West Ballston On-Street Bicycle Facility	Bike Boulevard	Arlington	Arlington Co. DES	8529	1.01
Wilson Boulevard Bicycle Facility	Other	Arlington	Arlington Co. DES	8554	1.86
Wilson Boulevard Protected Bicycle Lanes	Protected Bicycle Lane	Arlington	Arlington Co. DES	8552	0.29
Wilson Boulevard/Clarendon Boulevard Enhanced Bicycle Facilities	Other	Arlington	Arlington Co. DES	8551	2.90
Billingsley Road East Shared Use Path	Shared Use Path	Charles	Charles County	8867	1.37
Billingsley Road Shared Use Path	Shared Use Path	Charles	Charles County	8852	4.59
Hamilton Road Sidewalk	Streetscape/Pedestrian Improvements	Charles	Charles County	8849	1.20
Middletown Road at Billingsley Road Intersection Treatments	Pedestrian Intersection Improvement	Charles	Charles County	8871	0.01
Middletown Road Shared Use Path	Shared Use Path	Charles	Charles County	8858	0.86
Old Washington Road Reconstruction	Streetscape/Pedestrian Improvements	Charles	Charles County	8847	1.06
Radio Station Road Shared Use Path	Shared Use Path	Charles	Charles County	8857	1.64
Rose Hill Road Shared Use Path Construction	Shared Use Path	Charles	Charles County	8869	2.68

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Smallwood Drive Shared Use Path	Shared Use Path	Charles	Charles County	8855	0.68
Smallwood Drive West Shared Use Paths	Shared Use Path	Charles	Charles County	8870	5.44
Southern Md Rapid Transit Study	Other	Charles	Charles County	7571	6.20
St. Charles Parkway Shared Use Path	Shared Use Path	Charles	Charles County	8854	2.76
St. Patrick's Drive Shared Use Path	Shared Use Path	Charles	Charles County	8851	0.36
St. Patrick's Drive Shared Use Path Connection	Shared Use Path	Charles	Charles County	8853	0.45
St. Paul's Drive Shared Use Path	Shared Use Path	Charles	Charles County	8850	0.50
US 301 Smallwood Drive Crosswalks	Pedestrian Intersection Improvement	Charles	Charles County	8856	0.05
Washington Avenue Sidewalk	Streetscape/Pedestrian Improvements	Charles	Charles County	8866	0.87
Western Parkway Phase III	Shared Use Path	Charles	Charles County	8848	0.81
BASHFORD LN	Bicycle Route Marking	City of Alexandria	City of Alexandria	8946	0.37
BERNARD ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8942	0.13
CALLAHAN DR	Bicycle Route Marking	City of Alexandria	City of Alexandria	8927	0.20
CAMBRIDGE RD	Bicycle Route Marking	City of Alexandria	City of Alexandria	8935	0.48
CAMERON MILLS RD	Bicycle Route Marking	City of Alexandria	City of Alexandria	8937	1.35
Cameron Station	Sidewalk	City of Alexandria	City of Alexandria	7049	0.04
CAMERON STATION BLVD	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8894	0.06
CARPENTER RD	Bicycle Route Marking	City of Alexandria	City of Alexandria	8930	0.07

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
DEWITT AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8956	0.23
DUKE ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8884	4.07
E ABINGDON DR	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8913	0.14
E CUSTIS AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8926	0.48
E GLENDALE AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8951	0.27
E HOWELL AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8962	0.56
E LURAY AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8953	0.27
E MOUNT IDA AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8933	0.47
E UHLER AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8924	0.12
EDISON ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8959	0.23
EDSALL RD	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8896	0.81
EISENHOWER AVE	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8917	0.16
Eisenhower Ave	Sidewalk	City of Alexandria	City of Alexandria	8451	0.20
FARRINGTON AVE	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8915	0.23
Fort Williams Pkwy	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8892	0.76
FRANCIS HAMMOND PKWY	Bicycle Route Marking	City of Alexandria	City of Alexandria	8947	0.08
HOLMES RUN PKWY	Bicycle Route Marking	City of Alexandria	City of Alexandria	8934	0.61
KENMORE AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8931	0.28
KEY DR	Bicycle Route Marking	City of Alexandria	City of Alexandria	8945	0.52
KING ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8900	1.43

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
King St from S 28th to N Quaker	Sidewalk	City of Alexandria	City of Alexandria	7123	1.64
LESLIE AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8955	0.20
MADISON ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8902	0.60
MARK CENTER DR	Bicycle Route Marking	City of Alexandria	City of Alexandria	8943	0.36
MASSEY LN	Other	City of Alexandria	City of Alexandria	8920	0.06
METRO RD	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8914	0.29
MOUNT VERNON AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8925	0.47
N BEAUREGARD ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8899	1.52
N Fayette	Sidewalk	City of Alexandria	City of Alexandria	7167	0.04
N FAYETTE ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8960	0.29
N GORDON ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8941	0.19
N Jordan St	Sidewalk	City of Alexandria	City of Alexandria	7169	0.47
N JORDAN ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8891	1.15
N LATHAM ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8879	0.12
N PITT ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8905	0.20
N QUAKER LN	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8897	1.17
N RIPLEY ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8882	0.32
N ROSSER ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8921	0.47
N STEVENS ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8950	0.20

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
N Van Dorn from Kenmore past Fort Ward Park	Sidewalk	City of Alexandria	City of Alexandria	7175	0.66
N VAN DORN ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8919	2.47
NETHERTON DR	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8901	0.36
ORONOCO ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8944	0.17
POLK AVE	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8878	0.45
POTOMAC GREENS DR	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8872	0.36
RAYBURN AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8954	0.39
READING AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8958	0.21
REINEKERS LN	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8881	0.04
RUSSELL RD	Bicycle Route Marking	City of Alexandria	City of Alexandria	8929	2.49
Russell Rd from Cedar to King St	Sidewalk	City of Alexandria	City of Alexandria	7223	0.07
Russell Rd from W Bellefonte to W Mason, W Monroe from Russell to Hancock	Sidewalk	City of Alexandria	City of Alexandria	7224	0.15
S 30TH ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8961	0.06
S EARLY ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8912	0.24
S GORDON ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8889	0.27
S PAYNE ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8948	0.19
S Payne St, Jefferson St	Sidewalk	City of Alexandria	City of Alexandria	7226	0.03
S PICKETT ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8906	0.59

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
S REYNOLDS ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8911	0.47
S WEST ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8952	0.16
SANGER AVE	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8904	0.58
Seminary Rd	Sidewalk	City of Alexandria	City of Alexandria	7231	0.27
SEMINARY RD	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8875	1.55
SLATERS LN RAMP TO N HENRY ST SB	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8909	0.32
STEVENSON AVE	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8883	0.33
STEWART AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8939	0.25
STOVALL ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8893	0.10
SWANN AVE	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8877	0.30
UPLAND PL	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8890	0.37
W ABINGDON DR	Bicycle Route Marking	City of Alexandria	City of Alexandria	8964	0.32
W Braddock	Sidewalk	City of Alexandria	City of Alexandria	7263	0.31
W GLEBE RD	Bicycle Route Marking	City of Alexandria	City of Alexandria	8963	0.21
W REED AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8949	0.62
WOODBINE ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8965	0.19
Country Club Commons Connector Trail	Shared Use Path	Fairfax	City of Fairfax	7747	0.14
George Snyder Trail	Shared Use Path	Fairfax	City of Fairfax	7745	1.37
Jermantown Road Corridor Improvements	Shared Use Path	Fairfax	City of Fairfax	7748	0.74

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Old Lee Highway Multimodal Improvements	Shared Use Path	Fairfax	City of Fairfax	7744	1.45
Pickett Trail Connector	Shared Use Path	Fairfax	City of Fairfax	7746	0.25
7th St	Shared Use Path	Frederick	City of Frederick	7720	0.55
Baughmans Ln	Shared Use Path	Frederick	City of Frederick	7737	0.42
Butterfly Ln	Shared Use Path	Frederick	City of Frederick	7740	0.95
Carroll Creek	Shared Use Path	Frederick	City of Frederick	7558	1.06
Carroll Creek	Shared Use Path	Frederick	City of Frederick	7560	0.22
Carroll Creek	Shared Use Path	Frederick	City of Frederick	7561	0.43
Carroll Creek	Shared Use Path	Frederick	City of Frederick	7563	0.38
Carroll Creek	Shared Use Path	Frederick	City of Frederick	7564	1.25
Carroll Creek	Shared Use Path	Frederick	City of Frederick	7565	2.10
E Church St	Shared Use Path	Frederick	City of Frederick	7722	0.63
E Patrick St	Shared Use Path	Frederick	City of Frederick	7730	1.26
East St	Other	Frederick	City of Frederick	7566	2.21
East St	Other	Frederick	City of Frederick	7568	0.51
East St	Bike Route Marking	Frederick	City of Frederick	7718	0.32
Gas House Pike	Shared Use Path	Frederick	City of Frederick	7721	2.02
H&F Trolley Trail	Shared Use Path	Frederick	City of Frederick	7591	1.06
Key Pkwy	Shared Use Path	Frederick	City of Frederick	7738	1.62
Lee Pl	Shared Use Path	Frederick	City of Frederick	7735	0.58
Madison St	Shared Use Path	Frederick	City of Frederick	7729	0.33
Main St - Md144	Shared Use Path	Frederick	City of Frederick	7731	0.49

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
McCain Dr	Shared Use Path	Frederick	City of Frederick	7739	1.03
Mill Pond Rd	Shared Use Path	Frederick	City of Frederick	7724	0.14
Mill Pond Rd	Shared Use Path	Frederick	City of Frederick	7743	0.32
Monocacy Blvd	Other	Frederick	City of Frederick	7554	2.52
Monocacy Blvd	Other	Frederick	City of Frederick	7555	0.68
Monocacy Blvd	Other	Frederick	City of Frederick	7559	0.63
Monocacy Blvd	Other	Frederick	City of Frederick	7562	0.29
Monocacy Blvd	Other	Frederick	City of Frederick	7577	0.65
Monocacy Blvd	Other	Frederick	City of Frederick	7578	0.52
Monocacy Blvd	Bike Route Marking	Frederick	City of Frederick	7719	0.69
Monocacy River	Shared Use Path	Frederick	City of Frederick	7557	3.19
N Market St	Shared Use Path	Frederick	City of Frederick	7726	2.73
Opposumton Pike	Shared Use Path	Frederick	City of Frederick	7732	2.71
Rosemont Ave	Shared Use Path	Frederick	City of Frederick	7742	1.45
Routzahn Way	Shared Use Path	Frederick	City of Frederick	7725	0.11
S Market St	Shared Use Path	Frederick	City of Frederick	7727	0.84
Shookstown Rd	Shared Use Path	Frederick	City of Frederick	7736	0.34
Stadium Dr	Shared Use Path	Frederick	City of Frederick	7728	0.56
Taney Ave	Shared Use Path	Frederick	City of Frederick	7734	0.86
Tbd	Shared Use Path	Frederick	City of Frederick	7567	1.80
Thomas Johnson Dr	Shared Use Path	Frederick	City of Frederick	7733	1.92
Tuscarora Creek	Shared Use Path	Frederick	City of Frederick	7556	0.65

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Tuscarora Creek	Shared Use Path	Frederick	City of Frederick	7569	1.55
Tuscarora Creek	Shared Use Path	Frederick	City of Frederick	7570	0.16
Tuscarora Creek Trail	Shared Use Path	Frederick	City of Frederick	7572	0.17
Tuscarora Creek Trail	Shared Use Path	Frederick	City of Frederick	7573	1.55
Tuscarora Creek Trail	Shared Use Path	Frederick	City of Frederick	7576	0.16
Tuscarora Creek Trail	Shared Use Path	Frederick	City of Frederick	7580	0.12
Tuscarora Creek Trail	Shared Use Path	Frederick	City of Frederick	7581	0.45
Tuscarora Creek Trail	Shared Use Path	Frederick	City of Frederick	7582	0.34
Wormans Mill Rd	Shared Use Path	Frederick	City of Frederick	7723	0.70
Yellow Springs Rd	Shared Use Path	Frederick	City of Frederick	7741	1.36
Hungerford Dr (MD 355)	Shared Use Path	Montgomery	City of Gaithersburg	7689	0.76
Hungerford Dr (MD 355)	Protected Bicycle Lane	Montgomery	City of Gaithersburg	7694	0.77
Omega Dr	Protected Bicycle Lane	Montgomery	City of Gaithersburg	8092	0.35
Service Road A	Shared Use Path	Montgomery	City of Gaithersburg	7684	0.26
W Diamond Ave (MD 117)	Shared Use Path	Montgomery	City of Gaithersburg	7685	0.23
Ashton Ave	Bike Route Marking	City of Manassas	City of Manassas	7797	0.84
Battle St	Bike Route Marking	City of Manassas	City of Manassas	7795	0.10
Breeden Ave	Standard Bicycle Lane	City of Manassas	City of Manassas	7754	0.19
Center St	Standard Bicycle Lane	City of Manassas	City of Manassas	7762	0.94
Center St	Bike Route Marking	City of Manassas	City of Manassas	7799	0.77
Church St	Standard Bicycle Lane	City of Manassas	City of Manassas	7761	0.61

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Clover Hill Rd	Standard Bicycle Lane	City of Manassas	City of Manassas	7778	0.70
Dean Dr	Standard Bicycle Lane	City of Manassas	City of Manassas	7768	0.82
Dean Park Ln	Shared Use Path	City of Manassas	City of Manassas	7777	1.37
East St	Bike Route Marking	City of Manassas	City of Manassas	7771	0.05
Euclid Ave	Standard Bicycle Lane	City of Manassas	City of Manassas	7798	0.36
Fairview Ave	Shared Use Path	City of Manassas	City of Manassas	7780	0.10
Fairview Ave	Bike Route Marking	City of Manassas	City of Manassas	7781	0.57
Garland Ct And Winterwood Ct Connector	Shared Use Path	City of Manassas	City of Manassas	7800	0.16
Gateway Blvd	Shared Use Path	City of Manassas	City of Manassas	7775	0.79
Gateway Blvd and Godwin Dr Connector	Shared Use Path	City of Manassas	City of Manassas	7776	0.39
Godwin Dr	Standard Bicycle Lane	City of Manassas	City of Manassas	7796	0.34
Grant Ave	Standard Bicycle Lane	City of Manassas	City of Manassas	7749	1.00
Grant Ave	Bike Route Marking	City of Manassas	City of Manassas	7786	1.22
Hastings Dr	Standard Bicycle Lane	City of Manassas	City of Manassas	7763	0.63
Hastings Dr	Bike Route Marking	City of Manassas	City of Manassas	7779	2.32
Jackson Ave	Bike Route Marking	City of Manassas	City of Manassas	7787	0.28
Kirby St	Bike Route Marking	City of Manassas	City of Manassas	7785	0.11
Kirby St And Vicksburg Ln	Bike Route Marking	City of Manassas	City of Manassas	7784	0.17
Lake Jackson Dr	Standard Bicycle Lane	City of Manassas	City of Manassas	7757	0.48

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Liberia Ave	Standard Bicycle Lane	City of Manassas	City of Manassas	7758	2.16
Liberia Ave	Bike Route Marking	City of Manassas	City of Manassas	7788	0.28
Liberty Dr	Bike Route Marking	City of Manassas	City of Manassas	7804	0.14
Lucasville Rd	Standard Bicycle Lane	City of Manassas	City of Manassas	7769	0.13
Main St	Bike Route Marking	City of Manassas	City of Manassas	7766	0.05
Main St	Bike Route Marking	City of Manassas	City of Manassas	7789	0.74
Mathis Ave	Standard Bicycle Lane	City of Manassas	City of Manassas	7755	0.17
Merit Ct And Olden Ct Connector	Shared Use Path	City of Manassas	City of Manassas	7801	0.08
Namette Dr Ext	Shared Use Path	City of Manassas	City of Manassas	7805	0.06
Oakenshaw Dr	Standard Bicycle Lane	City of Manassas	City of Manassas	7756	0.65
Observation Dr	Bike Route Marking	City of Manassas	City of Manassas	7773	0.98
Park Ave	Bike Route Marking	City of Manassas	City of Manassas	7790	0.83
Plantation Ln	Standard Bicycle Lane	City of Manassas	City of Manassas	7759	0.61
Portner Ave	Standard Bicycle Lane	City of Manassas	City of Manassas	7752	1.37
Prince William St	Standard Bicycle Lane	City of Manassas	City of Manassas	7750	1.50
Public Works Dr	Shared Use Path	City of Manassas	City of Manassas	7793	0.13
Quarry Rd	Standard Bicycle Lane	City of Manassas	City of Manassas	7751	0.59
Redoubt Rd	Shared Use Path	City of Manassas	City of Manassas	7767	0.14
Robnel Ave	Bike Route Marking	City of Manassas	City of Manassas	7791	0.78
Rolling Rd	Standard Bicycle Lane	City of Manassas	City of Manassas	7760	0.70

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Stonewall Park	Shared Use Path	City of Manassas	City of Manassas	7764	0.46
Stonewall Rd	Standard Bicycle Lane	City of Manassas	City of Manassas	7794	1.33
Stonewall Rd Ext	Standard Bicycle Lane	City of Manassas	City of Manassas	7772	0.13
Stonewall Road	Bike Route Marking	City of Manassas	City of Manassas	7782	1.07
Sudley Rd	Standard Bicycle Lane	City of Manassas	City of Manassas	7753	0.81
Sudley Rd	Standard Bicycle Lane	City of Manassas	City of Manassas	7770	0.35
Vicksburg Ln Ext	Shared Use Path	City of Manassas	City of Manassas	7792	0.25
Wakeman Dr	Standard Bicycle Lane	City of Manassas	City of Manassas	7774	0.73
Weems Rd	Bike Route Marking	City of Manassas	City of Manassas	7783	1.27
West Ave	Bike Route Marking	City of Manassas	City of Manassas	7765	0.11
10TH ST NW	Standard Bicycle Lane	District of Columbia	DDOT	8627	0.77
11TH ST NE	Standard Bicycle Lane	District of Columbia	DDOT	8628	0.04
11TH ST NW	Standard Bicycle Lane	District of Columbia	DDOT	8630	0.27
11TH ST SE	Standard Bicycle Lane	District of Columbia	DDOT	8631	0.04
11th St. Bridge Crossing	Shared Use Path	District of Columbia	DDOT	8599	0.45
12TH ST NW	Shared Use Path	District of Columbia	DDOT	8633	0.02
12TH ST/Buchanan St., NE	Standard Bicycle Lane	District of Columbia	DDOT	8632	0.44
13TH PL NW/Fort Stevens Dr NW	Standard Bicycle Lane	District of Columbia	DDOT	8634	0.18
14TH ST NW Columbia Rd, NW to Florida Ave., NW	Other	District of Columbia	DDOT	8639	0.51

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
14TH ST NW Eastern Ave., NW to Alaska Ave., NW	Protected Bicycle Lane	District of Columbia	DDOT	8640	0.78
15TH ST NW	Shared Use Path	District of Columbia	DDOT	8644	0.08
15TH ST NW Euclid St., NW to H St., NW	Protected Bicycle Lane	District of Columbia	DDOT	8643	0.54
15th St. NW, from E St., NW to Constitution Ave., NW	Protected Bicycle Lane	District of Columbia	DDOT	7994	0.23
15th St. NW, RW Pl. SW, Ohio Dr. SW, E Basin Dr. SW	Protected Bicycle Lane	District of Columbia	DDOT	8005	1.01
16th ST NW Eastern Ave., NW to Spring Rd, NW	Shared Use Path	District of Columbia	DDOT	8620	3.79
1ST ST SE	Standard Bicycle Lane	District of Columbia	DDOT	8648	0.50
20th and 21st Street, NW Protected Bike Lanes from Conn. Ave. to Constitution Ave., NW	Protected Bicycle Lane	District of Columbia	DDOT	9266	0.07
37th St. NW from Tunlaw Rd., NW to Reservoir Rd., NW	Standard Bicycle Lane	District of Columbia	DDOT	8015	0.48
4th St NE Cycle track	Protected Bicycle Lane	District of Columbia	DDOT	8618	0.31
4TH ST NE from East Capitol St., NE to New York Ave., NE - Cycle track	Protected Bicycle Lane	District of Columbia	DDOT	8662	1.02
4TH ST NW from Penn. Ave., NW to Madison Dr.,	Protected Bicycle Lane	District of Columbia	DDOT	8664	0.17
4TH St SE from East Capitol St., NE to M Street, SE	Protected Bicycle Lane	District of Columbia	DDOT	8666	0.92
4TH ST SW from Madison Drive, SW to P St., SW	Protected Bicycle Lane	District of Columbia	DDOT	8667	1.02

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
6TH ST NE from Brentwood Pkwy., NE to E. Cap. St., NE	Standard Bicycle Lane	District of Columbia	DDOT	8673	1.30
6TH ST NE from Mass Ave., NE to Maryland Ave., NE (Stanton Park segment)	Standard Bicycle Lane	District of Columbia	DDOT	8674	0.07
6TH ST NW from Rhode Island Ave., NW to Penn. Ave., NW	Standard Bicycle Lane	District of Columbia	DDOT	8675	1.40
7TH ST SW from I St., SW to Maine Ave., SW	Standard Bicycle Lane	District of Columbia	DDOT	8677	0.06
8th St. NE from Monroe St., NE to Franklin St., NE	Protected Bicycle Lane	District of Columbia	DDOT	8014	0.47
9TH ST NE Brentwood Pkwy to T St., NE	Standard Bicycle Lane	District of Columbia	DDOT	8680	0.12
9TH ST NE T St., NE to Mt. Olivet St., NE	Standard Bicycle Lane	District of Columbia	DDOT	8679	0.22
9th Street Bicycle Lane	Protected Bicycle Lane	District of Columbia	DDOT	8642	1.70
Alabama Avenue, SE from Burns Street to Martin Luther King Jr. Ave., SE	Standard Bicycle Lane	District of Columbia	DDOT	9426	4.55
Arboretum Bridge and Trail	Shared Use Path	Washington	DDOT	6497	0.69
Arizona Ave NW from Loughboro Rd to MacArthur Blvd., NW	Protected Bicycle Lane	District of Columbia	DDOT	8007	0.74
Arizona Avenue Connector Trail to the Capital Crescent Trail	Shared Use Path	District of Columbia	DDOT	8684	0.11
Arizona Avenue to Capital Crescent Trail	Shared Use Path	District of Columbia	DDOT	8651	0.11

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Aspen Street NW Bicycle Facility from 16th Street to Georgia Ave., NW	Standard Bicycle Lane	District of Columbia	DDOT	9186	0.49
Benning Rd., NE Bicycle Facility from Oklahoma Ave NE to East Capitol Street SE	Protected Bicycle Lane	District of Columbia	DDOT	8616	1.37
Bicycle and Pedestrian Management Program	Bike Rack	District of Columbia	DDOT	3232	9.20
BLADENSBURG RD NE	Protected Bicycle Lane	District of Columbia	DDOT	8689	2.57
BRANCH AVE SE from Southern Ave SE to Randle Circle SE	Standard Bicycle Lane	District of Columbia	DDOT	8693	1.57
Brentwood Parkway two-way Cycle track from Penn St., NE to 9th St., NE	Protected Bicycle Lane	District of Columbia	DDOT	8002	0.32
BRENTWOOD RD NE from Saratoga Ave to V St NE	Protected Bicycle Lane	District of Columbia	DDOT	8694	0.44
C ST NE Cycle track between 17th St to 21st St NE	Protected Bicycle Lane	District of Columbia	DDOT	8699	0.33
C ST NE from 4th St to 6th St NE	Protected Bicycle Lane	District of Columbia	DDOT	8698	0.23
Capital Bikeshare Expansion	Bike Share	District of Columbia	DDOT	8647	0.79
Commodore Joshua Barney Dr Ne Sidepath	Shared Use Path	District of Columbia	DDOT	7317	0.72
CONNECTICUT AVE NW from R St NW to Chevy Chase Circle NW	Protected Bicycle Lane	District of Columbia	DDOT	8704	4.84
Connection to Marvin Gaye Trail	Shared Use Path	District of Columbia	DDOT	8837	0.28

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
from the Anacostia River Trail					
CONSTITUTION AVE NW from Penn. Ave., NW to Louisiana Ave., NW	Protected Bicycle Lane	District of Columbia	DDOT	8706	0.37
Crosstown (Irving St, NW, and NE)	Protected Bicycle Lane	District of Columbia	DDOT	7997	1.24
Dalecarlia Pkwy Trail from Mass Ave., NW to Loughboro Rd., NW	Shared Use Path	District of Columbia	DDOT	7462	1.46
DIVISION AVE NE from Sheriff Rd NE to E Capitol St SE	Standard Bicycle Lane	District of Columbia	DDOT	8709	1.01
East Capitol Street Bridge Connector	Protected Bicycle Lane	District of Columbia	DDOT	7322	0.39
East Capitol Street Corridor Mobility & Safety Plan	Streetscape/Pedestrian Improvements	District of Columbia	DDOT	6315	1.82
Eastern Ave	Standard Bicycle Lane	District of Columbia	DDOT	7323	4.47
First Street, SE	Protected Bicycle Lane	District of Columbia	DDOT	8011	0.13
FLORIDA AVE NE	Shared Use Path	District of Columbia	DDOT	8719	0.65
FLORIDA AVE NW	Shared Use Path	District of Columbia	DDOT	8720	0.86
FLORIDA AVE NW	Shared Use Path	District of Columbia	DDOT	8721	0.41
Florida Ave./NY Ave. NE Project	Bike Boulevards	District of Columbia	DDOT	8003	0.31
Fort Circle Parks Connector/Military Road, NW	Protected Bicycle Lane	District of Columbia	DDOT	7329	1.08
Fort Circle Planned Trails/Fort Davis Drive	Shared Use Path	District of Columbia	DDOT	7463	1.23
Fort Davis Dr and Texas Ave SE Trail	Shared Use Path	District of Columbia	DDOT	8649	2.86

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Fort Lincoln Drive Connector Trail	Protected Bicycle Lane	District of Columbia	DDOT	7332	0.73
G ST NW from 17th Street NW to Rock Creek Trail	Protected Bicycle Lane	District of Columbia	DDOT	8725	1.03
Galloway Street NE Trail Improvements	Shared Use Path	Washington	DDOT	6678	0.11
Georgetown Waterfront Trail	Protected Bicycle Lane	District of Columbia	DDOT	7338	0.11
Hains Point Bridge	Shared Use Path	District of Columbia	DDOT	8841	0.19
IRVING ST NW	Protected Bicycle Lane	District of Columbia	DDOT	8743	1.30
K St and Water St NW Trail Connection	Shared Use Path	District of Columbia	DDOT	6643	0.02
K Street NE/NW from 1st St NE to 3rd St NW	Protected Bicycle Lane	District of Columbia	DDOT	8006	0.50
K Street NW from 3rd St NW to 4th St NW	Protected Bicycle Lane	District of Columbia	DDOT	8013	0.05
Key Bridge Connection to Capital Crescent Trail	Other	District of Columbia	DDOT	7351	0.32
Klingle Trail	Shared Use Path	District of Columbia	DDOT	2806	0.31
Klingle Trail	Shared Use Path	District of Columbia	DDOT	2806	0.34
Klingle Valley Trail	Shared Use Path	District of Columbia	DDOT	8609	0.34
Long Bridge	Shared Use Path	District of Columbia	DDOT	8623	0.96
Long Bridge Pedestrian and Bicycle Connection	Pedestrian/Bicycle Bridge or Tunnel	District of Columbia	DDOT	6807	0.96
Louisiana Ave (national Mall-mbt Connector)	Shared Use Path	District of Columbia	DDOT	7373	0.64
M ST NW from 29th St NW to 34th St NW	Standard Bicycle Lane	District of Columbia	DDOT	8757	0.52

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
M St. SW/SE from 6th St SW to 11th St SE	Other	District of Columbia	DDOT	8008	1.53
Malcolm X Trail	Sidewalk	District of Columbia	DDOT	7464	1.42
MARYLAND AVE NE from C St NE to M St NE	Standard Bicycle Lane	District of Columbia	DDOT	8763	1.72
Mass Ave NW Sidepath Western Ave NW to R St NW	Shared Use Path	District of Columbia	DDOT	8624	3.62
MASSACHUSETTS AVE NW from Dupont Circle to N Capitol St NW	Protected Bicycle Lane	District of Columbia	DDOT	8765	1.82
MASSACHUSETTS AVE SE from Lincoln Park to Southern Ave SE	Protected Bicycle Lane	District of Columbia	DDOT	8766	2.12
Metropolitan Branch Trail	Shared Use Path	District of Columbia	DDOT	3228	5.65
Metropolitan Branch Trail	Shared Use Path	District of Columbia	DDOT	7367	4.71
Metropolitan Branch Trail	Shared Use Path	District of Columbia	DDOT	8838	0.78
MICHIGAN AVE NE from South Dakota Ave NE to Eastern Ave NE	Shared Use Path	District of Columbia	DDOT	8769	0.42
MILITARY RD NW Nebraska Ave NW to 28th St NW	Shared Use Path	District of Columbia	DDOT	8770	0.62
MINNESOTA AVE NE Eastern Ave NE to Meade St NE	Standard Bicycle Lane	District of Columbia	DDOT	8771	0.78
MOUNT OLIVET RD NE from New York Ave NE to Bladensburg Rd NE	Protected Bicycle Lane	District of Columbia	DDOT	8776	0.81
NANNIE HELEN BURROUGHS AVE NE from Minnesota Ave NE to Gault Place NE	Protected Bicycle Lane	District of Columbia	DDOT	8778	0.49

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
NEBRASKA AVE NW from Oregon Ave NW to Wisconsin Ave NW	Shared Use Path	District of Columbia	DDOT	8779	2.15
NEBRASKA AVE NW Loughboro Rd NW to Rockwood Pkwy NW	Shared Use Path	District of Columbia	DDOT	8780	0.26
NEW HAMPSHIRE AVE NW from Dupont Circle NW to Washington Circle NW	Protected Bicycle Lane	District of Columbia	DDOT	8783	0.53
NEW HAMPSHIRE AVE NW from Park Rd NW to Kennedy St NE	Standard Bicycle Lane	District of Columbia	DDOT	8782	1.87
NEW JERSEY AVE NW	Protected Bicycle Lane	District of Columbia	DDOT	8784	1.09
New Jersey Ave SE from I St SE to M St SE	Other	District of Columbia	DDOT	8010	0.20
New Jersey Ave SE from M St SE to Tingey Square SE	Bike Boulevards	District of Columbia	DDOT	8009	0.11
New Mexico Ave NW from Tunlaw Rd to Lowell St NW	Protected Bicycle Lane	District of Columbia	DDOT	7983	0.49
New York Ave NE from Montana Ave NE to DC line	Shared Use Path	District of Columbia	DDOT	8612	2.02
New York Ave NE Improvements	Streetscape/Pedestrian Improvements	District of Columbia	DDOT	6230	3.91
New York Ave Trail from MBT to Bladensburg Rd NE	Shared Use Path	District of Columbia	DDOT	7441	1.68
Oxon Cove Trail	Shared Use Path	District of Columbia	DDOT	8608	0.39
Oxon Run Trail	Shared Use Path	District of Columbia	DDOT	8610	0.42
Oxon Run Trail from 13th St to Southern Ave SE	Shared Use Path	District of Columbia	DDOT	7446	2.26

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Oxon Run Trail Restoration	Shared Use Path	District of Columbia	DDOT	2780	0.64
Oxon Run Trail Restoration	Shared Use Path	District of Columbia	DDOT	<Null>	3.44
P ST SW from 2nd St SW to S Capitol St SW	Standard Bicycle Lane	District of Columbia	DDOT	8788	0.26
Palisades Trolley Trail	Shared Use Path	District of Columbia	DDOT	8602	2.28
Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation	Pedestrian/Bicycle Bridge or Tunnel	District of Columbia	DDOT	6516	0.74
PENNSYLVANIA AVE NW from M St NW to 15th St NW	Protected Bicycle Lane	District of Columbia	DDOT	8790	1.34
Pennsylvania Ave SE	Shared Use Path	District of Columbia	DDOT	8613	0.30
Pennsylvania Ave SE	Shared Use Path	District of Columbia	DDOT	8614	0.21
Pennsylvania Ave. NW	Protected Bicycle Lane	District of Columbia	DDOT	7986	0.97
Pennsylvania Ave. NW	Other	District of Columbia	DDOT	7993	1.33
Piney Branch Pkwy NW	Shared Use Path	District of Columbia	DDOT	8607	0.83
PINEY BRANCH RD NW Butternut St to Quackenbos St NW	Standard Bicycle Lane	District of Columbia	DDOT	8791	0.55
Potomac Ave., SW	Protected Bicycle Lane	District of Columbia	DDOT	7985	0.11
Potomac Ave., SW	Protected Bicycle Lane	District of Columbia	DDOT	7987	0.09
RIGGS RD NE	Protected Bicycle Lane	District of Columbia	DDOT	8808	0.40
RIGGS RD NE	Shared Use Path	District of Columbia	DDOT	8809	0.46
Roosevelt Bridge to Mt. Vernon Trail	Shared Use Path	Arlington	DDOT	8503	0.16
S. Capitol Bridge Crossing	Shared Use Path	District of Columbia	DDOT	8606	1.36

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Safety Improvements Citywide	Other	Washington	DDOT	3212	6.70
Shepherd Branch Trail (Firth Sterling Road SE and South Capitol Street SE to E Street SE)	Protected Bicycle Lane	District of Columbia	DDOT	7402	3.41
South Capitol Street Trail	Shared Use Path	District of Columbia	DDOT	6114	4.68
South Capitol Street Trail	Shared Use Path	District of Columbia	DDOT	7404	3.33
South Capitol Trail Extension	Shared Use Path	District of Columbia	DDOT	7405	0.38
SOUTHERN AVE SE	Protected Bicycle Lane	District of Columbia	DDOT	8820	1.78
SOUTHERN AVE SE	Protected Bicycle Lane	District of Columbia	DDOT	8821	1.48
Suitland Parkway Trail	Shared Use Path	District of Columbia	DDOT	8652	1.09
Texas Ave SE	Shared Use Path	District of Columbia	DDOT	8600	0.78
Transit Hubs	Bike/Scooter Corral	District of Columbia	DDOT	8653	1.17
Tunlaw Rd. NW	Bike Boulevards	District of Columbia	DDOT	8016	0.31
Tunlaw Rd. NW from New Mexico to 37th St	Protected Bicycle Lane	District of Columbia	DDOT	7984	0.27
VERMONT AVE NW	Standard Bicycle Lane	District of Columbia	DDOT	8829	0.64
Virginia Ave SE between 2nd Street SE and 9th Street SE	Protected Bicycle Lane	District of Columbia	DDOT	7416	0.79
Virginia Ave Trail from 9th St SE to 11th St SE	Shared Use Path	District of Columbia	DDOT	7460	0.12
Virginia Ave. NW	Protected Bicycle Lane	District of Columbia	DDOT	8000	1.08

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Virginia Ave. NW from Rock Creek/Potomac Pkwy to Constitution Ave NW	Protected Bicycle Lane	District of Columbia	DDOT	7991	0.09
Walter Reed Main Drive, NW Bicycle Facility from 16th Street to Georgia Ave NW	Standard Bicycle Lane	District of Columbia	DDOT	8604	0.65
Warder St. NW/7th St. NW from Columbia Rd to New Hampshire Ave NW	Protected Bicycle Lane	District of Columbia	DDOT	7999	0.17
West Virginia Ave. NE from Mt Olivet Rd to K St NE	Protected Bicycle Lane	District of Columbia	DDOT	8004	0.76
West Virginia Ave. NE from New York Ave to Mt. Olivet Rd NE	Protected Bicycle Lane	District of Columbia	DDOT	8001	0.60
66 Parallel Trail	Shared Use Path	Fairfax County	Fairfax County	7320	37.16
Annandale Road Trail	Shared Use Path	Fairfax County	Fairfax County	12926	3.79
Arlington Blvd Trail	Streetscape/Pedestrian Improvements	Fairfax County	Fairfax County	11366	8.59
Arlington Blvd Trail Phase 2	Shared Use Path	Fairfax County	Fairfax County	11686	0.49
Backlick Run Stream Valley Trail	Shared Use Path	Fairfax County	Fairfax County	13006	3.78
Backlick Trail	Shared Use Path	Fairfax County	Fairfax County	11946	4.95
Baron Cameron Trail	Shared Use Path	Fairfax County	Fairfax County	12006	0.36
Beacon Hill Road Trail	Shared Use Path	Fairfax County	Fairfax County	13166	0.73
Beauregard Street Trail	Shared Use Path	Fairfax County	Fairfax County	12986	0.27
Beulah Road Trail	Shared Use Path	Fairfax County	Fairfax County	12426	0.98

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Braddock Rd - Rt 29 Connector Trail	Shared Use Path	Fairfax County	Fairfax County	12846	0.70
Braddock Road Trail Phase 2	Shared Use Path	Fairfax County	Fairfax County	12726	2.50
Braddock Road Trail Phase 3	Shared Use Path	Fairfax County	Fairfax County	12746	1.29
Braddock Road Trail Phase 4	Shared Use Path	Fairfax County	Fairfax County	12767	2.64
Braddock Trail	Shared Use Path	Fairfax County	Fairfax County	11406	6.27
Burke Lake Road Trail	Shared Use Path	Fairfax County	Fairfax County	13387	1.23
Centreville Rd Trail	Shared Use Path	Fairfax County	Fairfax County	11986	2.72
Centreville to Clifton Trail	Shared Use Path	Fairfax County	Fairfax County	13407	0.72
Clark Crossing Road Trail	Shared Use Path	Fairfax County	Fairfax County	12446	0.87
Clifton Road Trail Phase 1	Shared Use Path	Fairfax County	Fairfax County	13386	4.58
Clifton Road Trail Phase 2	Shared Use Path	Fairfax County	Fairfax County	13406	3.43
Collingwood Road Trail	Shared Use Path	Fairfax County	Fairfax County	13206	1.84
Columbia Pike Trail	Shared Use Path	Fairfax County	Fairfax County	11906	2.91
Colvin Run Road Trail	Shared Use Path	Fairfax County	Fairfax County	12326	0.72
Commerce Street Trail	Shared Use Path	Fairfax County	Fairfax County	13026	1.31
Compton Road Trail	Shared Use Path	Fairfax County	Fairfax County	12807	2.51
Cross County Trail	Shared Use Path	Fairfax County	Fairfax County	11426	20.21
Fair Lakes Circle Trail	Shared Use Path	Fairfax County	Fairfax County	11766	0.60
Fairfax County Parkway to Rolling Road Connector Trail	Shared Use Path	Fairfax County	Fairfax County	13366	3.18
Fairfax County Parkway Trail	Shared Use Path	Fairfax County	Fairfax County	11446	38.09
Fox Mill Road Trail Phase 2	Shared Use Path	Fairfax County	Fairfax County	12706	3.26

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Fox Mill Trail	Shared Use Path	Fairfax County	Fairfax County	11466	1.06
Franconia Trail	Shared Use Path	Fairfax County	Fairfax County	12086	4.35
Franconia-Springfield Parkway Trail	Shared Use Path	Fairfax County	Fairfax County	13066	3.67
Frying Pan Road Trail	Shared Use Path	Fairfax County	Fairfax County	12686	1.88
Furnace Road Trail	Shared Use Path	Fairfax County	Fairfax County	13266	2.72
Gallows Road Trail	Shared Use Path	Fairfax County	Fairfax County	11486	2.29
Gallows Road Trail Phase 2	Shared Use Path	Fairfax County	Fairfax County	12946	2.04
Georgetown Pike Trail	Shared Use Path	Fairfax County	Fairfax County	12286	8.62
Grist Mill Trail Phase 1	Shared Use Path	Fairfax County	Fairfax County	11506	0.90
Grist Mill Trail Phase 2	Shared Use Path	Fairfax County	Fairfax County	11526	5.44
Guinea Road Trail	Shared Use Path	Fairfax County	Fairfax County	13487	3.89
Hampton Road Trail	Shared Use Path	Fairfax County	Fairfax County	13368	2.18
Hancock Road Trail	Shared Use Path	Fairfax County	Fairfax County	12626	1.72
Henderson Road Trail	Shared Use Path	Fairfax County	Fairfax County	13367	1.97
Hooes Road Trail	Shared Use Path	Fairfax County	Fairfax County	13346	3.24
Hunter Mill Road Trail	Shared Use Path	Fairfax County	Fairfax County	12486	7.32
Huntington Trail	Shared Use Path	Fairfax County	Fairfax County	12126	2.68
I-495 Trail	Shared Use Path	Fairfax County	Fairfax County	11866	21.07
Idylwood Road Trail	Shared Use Path	Fairfax County	Fairfax County	12586	5.18
International Drive Trail	Shared Use Path	Fairfax County	Fairfax County	12386	0.97
Jeff Todd Trail	Shared Use Path	Fairfax County	Fairfax County	11566	2.64
Kirby Road Trail	Shared Use Path	Fairfax County	Fairfax County	12606	6.52

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Lawyers Road Trail	Shared Use Path	Fairfax County	Fairfax County	12526	5.28
Lee Jackson Memorial Hwy Trail	Shared Use Path	Fairfax County	Fairfax County	11786	8.56
Lewinsville Road Trail	Shared Use Path	Fairfax County	Fairfax County	12466	4.95
Lincolnia Road Trail	Shared Use Path	Fairfax County	Fairfax County	12966	0.52
Little River Turnpike Trail	Shared Use Path	Fairfax County	Fairfax County	11886	7.67
Loisdale Road Trail	Shared Use Path	Fairfax County	Fairfax County	13046	0.57
Manchester Blvd Trail	Shared Use Path	Fairfax County	Fairfax County	13086	0.65
Mason Neck Trail	Shared Use Path	Fairfax County	Fairfax County	13286	2.90
Mount Vernon Memorial Highway Trail	Shared Use Path	Fairfax County	Fairfax County	13226	0.96
Mount Vernon Trail	Shared Use Path	Fairfax County	Fairfax County	11586	11.27
North Kings Hwy Trail	Shared Use Path	Fairfax County	Fairfax County	13526	1.15
Old Colchester Road Trail	Shared Use Path	Fairfax County	Fairfax County	13306	0.87
Old Dominion Trail	Shared Use Path	Fairfax County	Fairfax County	11926	10.44
Old Keene Mill Road Trail	Shared Use Path	Fairfax County	Fairfax County	13126	4.45
Ox Road Trail	Shared Use Path	Fairfax County	Fairfax County	11606	1.09
Pleasant Valley Trail	Shared Use Path	Fairfax County	Fairfax County	11966	3.03
Poplar Tree Road Trail	Shared Use Path	Fairfax County	Fairfax County	12786	0.87
Potomac Heritage National Scenic Trail Section 1	Shared Use Path	Fairfax County	Fairfax County	13246	3.93
Prosperity Avenue Trail	Shared Use Path	Fairfax County	Fairfax County	13446	3.53
Reston Parkway Trail	Shared Use Path	Fairfax County	Fairfax County	11626	1.52
Richmond Highway Trail	Shared Use Path	Fairfax County	Fairfax County	11646	9.98

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Roberts Road Trail	Shared Use Path	Fairfax County	Fairfax County	13466	0.25
Rolling Road Trail	Shared Use Path	Fairfax County	Fairfax County	13106	3.52
Route 1 to Laurel Hill Trail	Shared Use Path	Fairfax County	Fairfax County	13326	1.10
Route 1 Trail	Shared Use Path	Fairfax County	Fairfax County	11318	3.43
Route 123 Trail	Shared Use Path	Fairfax County	Fairfax County	11846	11.30
Route 28 Trail	Shared Use Path	Fairfax County	Fairfax County	12007	1.14
Route 29 Trail Phase 1	Shared Use Path	Fairfax County	Fairfax County	12866	3.81
Route 29 Trail Phase 2	Shared Use Path	Fairfax County	Fairfax County	12886	7.56
Route 7 Trail	Shared Use Path	Fairfax County	Fairfax County	11706	17.93
Sherwood Hall Road Trail	Shared Use Path	Fairfax County	Fairfax County	13186	0.57
Shirley Gate Road Trail	Shared Use Path	Fairfax County	Fairfax County	13427	0.84
Shreve Road Trail	Shared Use Path	Fairfax County	Fairfax County	12906	1.76
Sideburn Road Trail	Shared Use Path	Fairfax County	Fairfax County	13467	1.67
South Count East-West Trail Phase 1	Shared Use Path	Fairfax County	Fairfax County	11726	1.68
South County East West Trail	Shared Use Path	Fairfax	Fairfax County	7453	33.12
South Kings Hwy Trail	Shared Use Path	Fairfax County	Fairfax County	12026	2.05
South Van Dorn Street Trail	Shared Use Path	Fairfax County	Fairfax County	13146	3.51
Spring Hill Road Trail	Shared Use Path	Fairfax County	Fairfax County	12366	1.46
Stonecroft Boulevard Trail	Shared Use Path	Fairfax County	Fairfax County	12766	1.73
Stringfellow Road Trail	Shared Use Path	Fairfax County	Fairfax County	12806	0.13
Telegraph Rd Trail	Shared Use Path	Fairfax County	Fairfax County	11746	3.57
Thompson Road Trail	Shared Use Path	Fairfax County	Fairfax County	12826	0.97

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Towlston Road Trail	Shared Use Path	Fairfax County	Fairfax County	12346	2.67
Trap Road Trail	Shared Use Path	Fairfax County	Fairfax County	12406	0.31
Vaden Drive Trail	Shared Use Path	Fairfax County	Fairfax County	11346	0.20
Vale Road Trail	Shared Use Path	Fairfax County	Fairfax County	12506	5.44
W&OD Railroad Trail	Shared Use Path	Fairfax County	Fairfax County	12546	12.91
Walker Road Trail	Shared Use Path	Fairfax County	Fairfax County	12306	1.84
Waples Mill Road Trail	Shared Use Path	Fairfax County	Fairfax County	13426	0.35
West Ox Road Trail	Shared Use Path	Fairfax County	Fairfax County	11326	1.17
Westmoreland Street Trail	Shared Use Path	Fairfax County	Fairfax County	12646	4.73
Zion Drive Trail	Shared Use Path	Fairfax County	Fairfax County	13468	1.82
Ballenger Creek	Shared Use Path	Frederick	Frederick County	7610	0.33
Ballenger Creek	Shared Use Path	Frederick	Frederick County	7616	0.84
Ballenger Creek	Protected Bicycle Lane	Frederick	Frederick County	7619	0.23
Ballenger Creek	Shared Use Path	Frederick	Frederick County	7620	0.13
Brunswick Crossing	Shared Use Path	Frederick	Frederick County	7711	1.37
Brunswick Crossing	Shared Use Path	Frederick	Frederick County	7712	0.74
Bush Creek	Shared Use Path	Frederick	Frederick County	7703	3.28
Bush Creek	Shared Use Path	Frederick	Frederick County	7704	4.99
Emmitsburg Area Trails	Shared Use Path	Frederick	Frederick County	7696	1.35
Frederick and Pennsylvania Line RR Trail	Shared Use Path	Frederick	Frederick County	7575	0.14
Frederick and Pennsylvania Line RR Trail	Shared Use Path	Frederick	Frederick County	7586	3.46

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Frederick and Pennsylvania Line RR Trail	Shared Use Path	Frederick	Frederick County	7614	1.35
Frederick and Pennsylvania Line RR Trail	Shared Use Path	Frederick	Frederick County	7617	2.09
Frederick Scenic Trail	Shared Use Path	Frederick	Frederick County	7613	1.60
Frederick Scenic Trail	Shared Use Path	Frederick	Frederick County	7618	1.43
H&F Trolley Trail	Shared Use Path	Frederick	Frederick County	7583	5.89
H&F Trolley Trail	Shared Use Path	Frederick	Frederick County	7584	2.24
H&F Trolley Trail	Shared Use Path	Frederick	Frederick County	7585	0.82
H&F Trolley Trail	Shared Use Path	Frederick	Frederick County	7589	2.37
H&F Trolley Trail	Shared Use Path	Frederick	Frederick County	7590	0.46
H&F Trolley Trail	Shared Use Path	Frederick	Frederick County	7597	0.41
H&F Trolley Trail	Shared Use Path	Frederick	Frederick County	7611	1.56
H&F Trolley Trail	Shared Use Path	Frederick	Frederick County	7612	1.95
I-270 Transitway	Shared Use Path	Frederick	Frederick County	7593	3.47
I-270 Transitway	Shared Use Path	Frederick	Frederick County	7594	2.70
I-270 Transitway	Shared Use Path	Frederick	Frederick County	7595	4.58
Middletown Greenway	Shared Use Path	Frederick	Frederick County	7601	0.40
Middletown Greenway	Shared Use Path	Frederick	Frederick County	7602	0.63
Middletown Greenway	Shared Use Path	Frederick	Frederick County	7603	0.19
Middletown Greenway	Shared Use Path	Frederick	Frederick County	7604	0.06
Middletown Greenway	Shared Use Path	Frederick	Frederick County	7605	0.08
Middletown Greenway	Sidewalk	Frederick	Frederick County	7606	0.32

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Middletown Greenway	Shared Use Path	Frederick	Frederick County	7607	0.10
Middletown Greenway	Shared Use Path	Frederick	Frederick County	7608	0.05
Middletown Greenway	Shared Use Path	Frederick	Frederick County	7609	0.81
Monocacy Blvd	Sidewalk	Frederick	Frederick County	7579	2.94
Monocacy River	Shared Use Path	Frederick	Frederick County	7706	1.92
Mount Airy Trail	Shared Use Path	Frederick	Frederick County	7717	1.11
New Design Road Protected Bike Lanes	Protected Bicycle Lane	Frederick	Frederick County	7622	2.75
New Design Road Side Path	Shared Use Path	Frederick	Frederick County	7621	8.52
Sugarloaf - Little Bennet Trail	Shared Use Path	Frederick	Frederick County	7705	1.53
Sugarloaf - Little Bennet Trail	Shared Use Path	Frederick	Frederick County	7716	1.68
Town of Middletown Greenway	Shared Use Path	Frederick	Frederick County	7599	0.73
Town of Middletown Greenway	Standard Bicycle Lane	Frederick	Frederick County	7600	0.12
Arcola Boulevard	Shared Use Path	Loudoun	Loudoun County	7644	1.74
Arlington Oaks Drive Bicycle lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8391	0.47
Ashburn Farm Parkway Shared Use Path Widening	Shared Use Path	Loudoun	Loudoun County	7668	1.06
Ashburn Road	Shared Use Path	Loudoun	Loudoun County	8367	0.43
Ashburn Road Bike Lanes and Sidewalk	Standard Bicycle Lane	Loudoun	Loudoun County	8368	0.95
Ashburn Road Bike Lanes and Sidewalk	Standard Bicycle Lane	Loudoun	Loudoun County	8431	0.26
Ashburn Road Shared Use Path	Shared Use Path	Loudoun	Loudoun County	8430	0.41

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Ashburn Village Boulevard Bike Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8324	4.49
Atlantic Boulevard Shared Use Path	Shared Use Path	Loudoun	Loudoun County	7653	1.12
Atwater Drive Bike Lanes and Sidewalk	Standard Bicycle Lane	Loudoun	Loudoun County	8392	0.30
Augusta Drive Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8376	0.74
Augusta Drive Bike Lanes and Sidewalk	Standard Bicycle Lane	Loudoun	Loudoun County	8338	0.09
Barrister Street Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8428	0.20
Barrister Street/Bullpen Drive	Standard Bicycle Lane	Loudoun	Loudoun County	8342	0.69
Bartholomew Fair Drive Bicycle Lanes and Sidewalk	Standard Bicycle Lane	Loudoun	Loudoun County	8397	0.55
Belfort Park Drive	Standard Bicycle Lane	Loudoun	Loudoun County	8352	0.29
Belmont Ridge Road Shared Use Path	Shared Use Path	Loudoun	Loudoun County	7645	1.61
Benedict Drive Bicycle Lanes and Sidewalk	Standard Bicycle Lane	Loudoun	Loudoun County	8398	0.20
Berlin Turnpike (VA Route 287)	Shared Use Path	Loudoun	Loudoun County	7663	12.03
Bles Park Drive	Standard Bicycle Lane	Loudoun	Loudoun County	8438	0.16
Braddock Road Shared Use Path	Shared Use Path	Loudoun	Loudoun County	7678	1.34
Bridgefield Way/Research Place Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8407	0.33
Broadmore Drive Bike Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8419	0.21
Broderick Drive Bike Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8413	0.45
Cascades Parkway Shared Use Path	Shared Use Path	Loudoun	Loudoun County	7654	0.43

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Cedar Ridge Blvd	Buffered Bicycle Lane	Loudoun	Loudoun County	8379	1.70
Centergate Drive Bike Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8343	0.43
Charles Town Pike Shared Use path	Shared Use Path	Loudoun	Loudoun County	7662	12.70
Christiana Drive Bike Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8411	0.40
Church Road Bike Lane and Sidewalk	Buffered Bicycle Lane	Loudoun	Loudoun County	8421	0.23
Circle Drive Bike Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8436	0.64
Claude Moore Drive Sidewalk	Shared Use Path	Loudoun	Loudoun County	8340	0.24
Cromwell Road Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8385	0.26
Croson Lane Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7669	1.31
Crossroads Drive Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8427	0.81
Davis Drive	Shared Use Path	Loudoun	Loudoun County	8332	0.97
Davis Drive Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	8439	1.03
Deerfield Avenue Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8404	0.25
Defender Drive Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8395	0.21
Demott Drive Bicycle Lanes	Shared Use Path	Loudoun	Loudoun County	8425	0.73
Destiny Drive Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8371	1.10
Devin Shafron Drive Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8364	0.30
Dresden Street Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8414	0.24
Dulles Center Boulevard Bicycle Lanes and Pedestrian Improvements	Buffered Bicycle Lane	Loudoun	Loudoun County	8381	0.81

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
East Maple Avenue Bicycle and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8420	0.48
Eastgate View Drive	Buffered Bicycle Lane	Loudoun	Loudoun County	8339	0.62
PROJ_TITLE	**FACILITY TYPE**	**COUNTY**	**LEAD AGENCY**	**PROJ ID**	**Miles**
Eastgate View Drive Bicycle and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8396	0.51
Edgewater Street Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8335	0.50
Edgewater Street Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8336	1.82
Everfield Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8412	2.66
Fincastle Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8422	0.43
Glenn Drive Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8331	0.63
Grassland Grove Drive (Route 3394)	Standard Bicycle Lane	Loudoun	Loudoun County	8347	3.03
Haleybird Drive Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8401	0.34
Hansen Park Shared Use Path	Shared Use Path	Loudoun	Loudoun County	7647	0.81
Hardwood Forest Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8423	0.29
Harry Byrd Highway	Shared Use Path	Loudoun	Loudoun County	7655	2.98
Hay Road Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8355	1.33

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Innovation Avenue Bicycle Lanes and Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	8349	0.64
James Monroe Highway Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7649	10.39
James Monroe Highway Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7661	2.58
John Mosby Highway Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7673	9.79
John Mosby Highway Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7674	0.80
Ladbrook Drive Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8426	0.73
Lansdowne Boulevard Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8406	0.38
Leesburg Bypass Pedestrian Facility	Shared Use Path	Loudoun	Loudoun County	7660	0.81
Lockridge Road Bicycle Lanes and Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7648	1.02
Lockridge Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8360	0.19
Loudoun County Parkway Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7670	9.93
Loudoun County Parkway Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7671	3.69
Loudoun Reserve Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8429	0.46
Loudoun Reserve Drive Bicycle Lanes and Pedestrian Facilities.	Standard Bicycle Lane	Loudoun	Loudoun County	8388	0.80

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Loudoun Station Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8403	0.32
Lovettsville Road Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7650	5.76
Magnolia Drive Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8416	0.47
Marblehead Drive Bicycle and Pedestrian Improvements	Buffered Bicycle Lane	Loudoun	Loudoun County	8375	1.15
Middlefield Drive Bicycle Lane and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8387	0.61
Millstream Drive Bicycle Lanes and Pedestrian Improvements	Buffered Bicycle Lane	Loudoun	Loudoun County	8373	1.20
Mineral Springs Circle Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8380	0.31
Mooreview Parkway Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8337	0.14
Mooreview Parkway Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8369	0.77
Mooreview Parkway Bicycle Lanes and Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7652	0.61
Moran Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8351	0.67
North Sterling Boulevard Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8330	1.70

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Pinebrook Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8382	0.21
Pinebrook Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8383	0.33
Pleasant Valley Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8350	0.97
Poland Rd (Route 742) Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8365	0.44
Poland Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8323	1.20
Poland Road Extension to Defender Drive	Standard Bicycle Lane	Loudoun	Loudoun County	8322	0.42
Portsmouth Boulevard Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8374	0.73
Prentice Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8361	0.72
Prentice Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8362	1.05
Prentice Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8363	0.48
Red Rum Drive Bicycle Lanes and Pedestrian Improvements	Buffered Bicycle Lane	Loudoun	Loudoun County	8415	0.60
Ridgetop Circle Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8399	1.33
River Bank Street Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8424	0.37
River Creek Parkway	Buffered Bicycle Lane	Loudoun	Loudoun County	8326	0.19

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
River Creek Parkway Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8370	0.30
River Creek Parkway Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8325	0.55
River Creek Parkway Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8327	0.31
Riverside Parkway Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7666	0.31
Riverside Parkway Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7667	0.69
Route 9	Shared Use Path	Loudoun	Loudoun County	7675	0.35
Saulty Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8409	0.35
Seneca Ridge Drive Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8377	0.23
Shaw Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8353	0.17
Shaw Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8354	0.61
Shellhorn Road Bicycle Lanes and pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8328	0.55
Shellhorn Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8356	0.24
Shellhorn Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8357	1.15
Shellhorn Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8358	1.02

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Shellhorn Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8433	0.13
Snickersville Turnpike Bicycle Lanes	Shared Use Path	Loudoun	Loudoun County	7659	1.97
South Cottage Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8378	0.79
South Fillmore Avenue Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8393	0.23
South Fillmore Avenue Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8394	0.35
South Sterling Boulevard Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8432	0.26
South Sterling Boulevard Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8437	0.91
South Sterling Boulevard Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8329	0.68
State Street Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8402	0.40
Stone Springs Boulevard Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8372	0.67
Stone Springs Boulevard Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8384	0.38

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Summerall Drive Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8390	0.54
Supreme Drive Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8389	0.13
Sycolin Creek Connector Bicycle and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8408	1.78
Tall Cedars Parkway Bicycle Lanes and Pedestrian Improvements	Shared Use Path	Loudoun	Loudoun County	7672	0.27
Tall Cedars Parkway Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8334	1.34
Thumb Drive Bicycle Lanes and Sidewalk	Standard Bicycle Lane	Loudoun	Loudoun County	8344	0.39
Town of Lovettsville - East Broad Way	Streetscape/Pedestrian Improvements	Loudoun	Loudoun County	7677	0.59
Trailhead Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8346	1.14
Trailhead Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8435	0.81
Trailhead Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8434	0.62
Trailhead Drive Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8345	1.90
Tripleseven Road Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8386	0.59

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Victoria Station Drive Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8417	0.51
W & OD West Extension	Shared Use Path	Loudoun	Loudoun County	7665	8.58
Whites Ferry Connector	Shared Use Path	Loudoun	Loudoun County	7664	4.67
Windmill Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8410	0.93
Woodridge Parkway Bicycle Lanes and Pedestrian Improvements	Buffered Bicycle Lane	Loudoun	Loudoun County	8405	0.92
Woodshire Drive Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8400	0.28
Wynridge Drive Bicycle Lane and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8341	0.58
Jingle Connector	Shared Use Path	Montgomery	Maryland-National Capital Park and Planning Commission	8314	0.18
Magruder Branch Trail Extension	Shared Use Path	Montgomery County	Maryland-National Capital Park and Planning Commission	8626	0.63
Matthew Henson to Poplar Run	Shared Use Path	Montgomery County	Maryland-National Capital Park and Planning Commission	8636	0.64
Matthew Henson Trail Connector	Shared Use Path	Montgomery	Maryland-National Capital Park and Planning Commission	7529	0.19

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Muddy Branch Trail	Shared Use Path	Montgomery County	Maryland-National Capital Park and Planning Commission	8635	1.60
North Branch Lakeside Renovation	Shared Use Path	Montgomery County	Maryland-National Capital Park and Planning Commission	8637	0.99
North Branch Trail-ICC Connector	Shared Use Path	Montgomery County	Maryland-National Capital Park and Planning Commission	8625	0.26
Ovid Hazen Wells to Damascus	Shared Use Path	Montgomery County	Maryland-National Capital Park and Planning Commission	8629	1.62
Piedmont Crossing Local Park Trail	Shared Use Path	Montgomery	Maryland-National Capital Park and Planning Commission	8094	0.06
Powerline Trail	Shared Use Path	Montgomery	Maryland-National Capital Park and Planning Commission	8621	0.44
Wheaton Through Connector to Poplar Run	Shared Use Path	Montgomery County	Maryland-National Capital Park and Planning Commission	8638	1.67
Nice/Middleton Bridge Bike/Ped Access	Shared Use Path	Charles	MDOT/Maryland Transportation Authority	8868	1.96
16th St (MD 390)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8124	0.33
16th St (MD 390)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8203	0.76

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Arliss St (MD 594-D)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8225	0.55
Bradley Blvd (MD 191)	Standard Bicycle Lane	Montgomery	MDOT/State Highway Administration	8105	1.14
Bradley Blvd (MD 191)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8116	1.13
Bradley Blvd (MD 191)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8118	0.46
Bradley Ln (MD 191)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8282	0.05
Burlington Ave (MD 410)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8087	0.34
Capitol View Ave (MD 192)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8197	1.06
Clarksburg Rd (MD 121)	Standard Bicycle Lane	Montgomery	MDOT/State Highway Administration	8247	0.36
Clarksburg Rd (MD 121)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8307	0.35
Clopper Rd (MD 117)	Shared Use Path	Montgomery	MDOT/State Highway Administration	7682	1.21
Colesville Rd (MD 384)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8102	0.16
Colesville Rd (MD 384)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8115	0.10
Colesville Rd (MD 384)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8128	0.31

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Connecticut Ave (MD 185)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8182	0.33
Connecticut Ave (MD 185)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8221	0.02
Connecticut Ave (MD 185)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8231	0.27
Connecticut Ave (MD 185)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8254	0.54
Connecticut Ave (MD 185)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8284	0.15
East West Hwy (MD 410)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8136	0.80
East West Hwy (MD 410)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8311	0.35
Falls Rd (MD 189)	Shared Use Path	Montgomery	MDOT/State Highway Administration	7688	1.14
Falls Rd (MD 189)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8058	3.82
Flower Ave (MD 787)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8226	0.38
Forest Glen Rd (MD 192)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8268	0.07
Frederick Ave (MD 355)	Shared Use Path	Montgomery	MDOT/State Highway Administration	7679	3.26
Frederick Rd (MD 355)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8093	0.70

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Frederick Rd (MD 355)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8244	0.53
Frederick Rd (MD 355)	Bikeable Shoulders	Montgomery	MDOT/State Highway Administration	8298	0.54
Frederick Rd Sidepath (Stringtown Rd to North Germantown Greenway Trail)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8039	2.37
Georgia Ave (MD 97)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8202	0.46
Georgia Ave (MD 97)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8292	0.25
Germantown Rd (MD 118)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8215	1.10
Germantown Rd (MD 118)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8259	0.13
Goldsboro Rd (MD 614)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8110	2.12
Great Seneca Hwy (MD 119)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8106	0.03
Indian Head Highway Sidewalk Construction	Streetscape/Pedestrian Improvements	Charles	MDOT/State Highway Administration	8864	0.36
Indian Head Rail Trail Path Connection	Shared Use Path	Charles	MDOT/State Highway Administration	8865	0.74
Knowles Ave (MD 547)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8232	0.42
La Plata Sidewalk on US 301	Streetscape/Pedestrian Improvements	Charles	MDOT/State Highway Administration	8860	5.73

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Layhill Rd (MD 182)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8220	0.23
Main St (MD 108)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8236	0.30
Main St (MD 108)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8296	0.22
MD 5 Bike/Ped Treatments	Shared Use Path	Charles	MDOT/State Highway Administration	8863	0.13
MD 6 Bike/Ped Treatments Over Zekiah Swamp	Shared Use Path	Charles	MDOT/State Highway Administration	8862	0.11
Metropolitan Ave (MD 192)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8290	0.15
Midcounty Hwy (MD 124)	Shared Use Path	Montgomery	MDOT/State Highway Administration	7683	4.03
Mitchell Road Intersection Treatments	Pedestrian Intersection Improvement	Charles	MDOT/State Highway Administration	8861	0.02
Montgomery Ave Separated Bike Lanes (Wisconsin Ave to East West Hwy)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8027	0.45
Montgomery Village Ave (MD 124)	Shared Use Path	Montgomery	MDOT/State Highway Administration	7680	2.65
Muncaster Mill Rd (MD 115)	Shared Use Path	Montgomery	MDOT/State Highway Administration	7690	0.66
New Hampshire Ave (MD 650)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8189	0.42
New Hampshire Ave (MD 650)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8218	0.53

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
New Hampshire Ave (MD 650)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8248	0.08
New Hampshire Ave (MD 650)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8264	0.46
New Hampshire Ave (MD 650)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8297	0.45
New Hampshire Ave (MD 650)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8299	0.16
Old Georgetown Rd (MD 187)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8103	0.30
Old Georgetown Rd (MD 187)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8143	0.17
Old Georgetown Rd (MD 187)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8158	0.30
Olney-Sandy Spring Rd (MD 108)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8180	1.22
Piney Branch Rd (MD 320)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8206	0.24
Piney Branch Rd (MD 320)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8227	0.48
Piney Branch Rd (MD 320)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8253	0.51
Piney Branch Rd (MD 320)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8275	0.22
Piney Branch Rd Separated Bike Lanes (Flower Ave to University Blvd)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8053	0.02

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Plyers Mill Rd (MD 192)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8257	0.31
Quince Orchard Rd (MD 124)	Shared Use Path	Montgomery	MDOT/State Highway Administration	7681	2.30
Ridge Rd (MD 27)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8195	0.64
Ridge Rd (MD 27)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8196	0.26
Ridge Rd (MD 27)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8280	0.34
River Rd (MD 190)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8193	0.19
Rockville Pike (MD 355)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	7695	1.72
Rockville Pike (MD 355)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8073	1.39
Rockville Pike (MD 355)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8129	0.50
Rockville Pike (MD 355)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8187	0.73
Rockville Pike (MD 355)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8192	0.31
Rockville Pike (MD 355)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8262	1.13
Rockville Pike (MD 355)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8266	0.11

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Silver Spring Green Trail Sidepath (Cedar St to Sligo Creek Pkwy)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8026	0.68
University Blvd (MD 193)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8067	0.70
University Blvd (MD 193)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8080	0.31
University Blvd (MD 193)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8112	0.21
University Blvd (MD 193)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8199	0.19
University Blvd (MD 193)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8207	0.64
Waldorf/White Plains Sidewalk on US 301	Streetscape/Pedestrian Improvements	Charles	MDOT/State Highway Administration	8859	12.99
Wisconsin Ave (MD 355)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8159	0.07
Woodfield Rd (MD 124)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8181	0.30
2nd Ave	Bike Route Marking	Montgomery	Montgomery County	8078	0.47
2nd Ave / Wayne Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8152	0.31
A-251	Shared Use Path	Montgomery	Montgomery County	7546	0.73
Adrian St	Bike Route Marking	Montgomery	Montgomery County	8265	0.80
Aircraft Dr	Protected Bicycle Lane	Montgomery	Montgomery County	7523	0.12
Aircraft Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8250	0.17

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Alton Pkwy	Bike Route Marking	Montgomery	Montgomery County	8079	0.59
Anne St	Bike Route Marking	Montgomery	Montgomery County	8066	0.31
Appomattox Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8216	0.79
Arlington Rd Separated Bike Lanes (Old Georgetown Rd to Bradley Blvd)	Protected Bicycle Lane	Montgomery	Montgomery County	8038	0.66
Aspen Hill Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8190	0.28
Aspen Hill Rd	Bike Route Marking	Montgomery	Montgomery County	8316	0.03
Avery Rd	Shared Use Path	Montgomery	Montgomery County	7686	1.18
Baltimore Ave	Bike Route Marking	Montgomery	Montgomery County	8313	0.00
Battery Ln	Protected Bicycle Lane	Montgomery	Montgomery County	8137	0.32
Belward Campus Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8125	0.75
Bethesda Trolley Trail	Buffered Bicycle Lane	Montgomery	Montgomery County	7485	0.07
Bethesda Trolley Trail	Shared Use Path	Montgomery	Montgomery County	7541	0.23
Blackwell Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8090	2.00
Blackwell Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8148	0.19
Blueridge Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8098	0.76
Bowie Mill Rd	Shared Use Path	Montgomery	Montgomery County	8208	3.35
Briggs Rd	Shared Use Path	Montgomery	Montgomery County	8179	0.34
Broadbirch Dr Separated Bike Lanes (Tech Rd to Cherry Hill Rd)	Protected Bicycle Lane	Montgomery	Montgomery County	8030	0.67

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Broschart Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8133	0.52
Burtonsville Access Road	Shared Use Path	Montgomery	Montgomery County	8285	0.27
Burtonsville To Silver Spring	Shared Use Path	Montgomery	Montgomery County	7493	8.43
Burtonsville To Silver Spring	Other	Montgomery	Montgomery County	7499	1.63
Burtonsville To Silver Spring	Protected Bicycle Lane	Montgomery	Montgomery County	7519	0.86
Burtonsville To Silver Spring	Shared Use Path	Montgomery	Montgomery County	7542	0.34
Cameron St	Protected Bicycle Lane	Montgomery	Montgomery County	8141	0.34
Capital Crescent Trail	Shared Use Path	Montgomery	Montgomery County	7472	7.90
Capital Crescent Trail	Shared Use Path	Montgomery	Montgomery County	7475	4.52
Capital Crescent Trail (surface Route)	Protected Bicycle Lane	Montgomery	Montgomery County	7478	0.05
Capital Crescent Trail (Surface Route) (Woodmont Ave to Elm St Park)	Protected Bicycle Lane	Montgomery	Montgomery County	8029	0.25
Capital Crescent Trail (Surface Route) (Woodmont Ave to Elm St Park)	Shared Use Path	Montgomery	Montgomery County	8049	0.07
Capital Crescent Trail Access	Shared Use Path	Montgomery	Montgomery County	7471	0.97
Capital Crescent Trail Breezeway (Elm St Park to Silver Spring Transit Center)	Shared Use Path	Montgomery	Montgomery County	8028	0.37
Capital Crescent Trail Breezeway (Elm St Park to Silver Spring Transit Center)	Shared Use Path	Montgomery	Montgomery County	8055	0.05

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Capital Crescent Trail Connector	Shared Use Path	Montgomery	Montgomery County	8161	0.06
Capital Crescent Trail Connector	Shared Use Path	Montgomery	Montgomery County	8173	0.03
Carl Henn Millennium Trail	Standard Bicycle Lane	Montgomery	Montgomery County	7492	0.20
Cheltenham Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8082	0.08
Cherry Hill Rd	Protected Bicycle Lane	Montgomery	Montgomery County	7549	1.42
Cherry Hill Rd Separated Bike Lanes (Prosperity Dr to Prince George's County)	Protected Bicycle Lane	Montgomery	Montgomery County	8036	1.31
City of Rockville To Friendship Heights	Protected Bicycle Lane	Montgomery	Montgomery County	7482	0.15
City of Rockville To Friendship Heights	Protected Bicycle Lane	Montgomery	Montgomery County	7487	1.00
City of Rockville To Friendship Heights	Buffered Bicycle Lane	Montgomery	Montgomery County	7501	0.14
City of Rockville To Friendship Heights	Protected Bicycle Lane	Montgomery	Montgomery County	7516	0.42
City of Rockville To Friendship Heights	Protected Bicycle Lane	Montgomery	Montgomery County	7517	0.03
City of Rockville To Friendship Heights	Shared Use Path	Montgomery	Montgomery County	7522	0.13
City of Rockville To Friendship Heights	Protected Bicycle Lane	Montgomery	Montgomery County	7531	0.13
City of Rockville To Friendship Heights	Protected Bicycle Lane	Montgomery	Montgomery County	7538	0.89
City of Rockville To Wheaton	Protected Bicycle Lane	Montgomery	Montgomery County	7509	2.73
City of Rockville To Wheaton	Shared Use Path	Montgomery	Montgomery County	7514	1.66
Clark Pl	Bike Route Marking	Montgomery	Montgomery County	8294	0.09
Clarksburg To City of Gaithersburg	Shared Use Path	Montgomery	Montgomery County	7496	3.95
Clarksburg To City of Gaithersburg	Protected Bicycle Lane	Montgomery	Montgomery County	7518	0.35

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Clarksburg To City of Gaithersburg	Protected Bicycle Lane	Montgomery	Montgomery County	7526	0.14
Clarksburg To City of Gaithersburg	Shared Use Path	Montgomery	Montgomery County	7534	0.09
Colie Dr	Shared Use Path	Montgomery	Montgomery County	8287	0.36
College View Dr	Bike Route Marking	Montgomery	Montgomery County	8075	0.42
College View Dr	Bike Route Marking	Montgomery	Montgomery County	8165	0.17
Crabbs Branch Way	Shared Use Path	Montgomery	Montgomery County	8134	0.41
Crystal Rock Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8245	1.02
Crystal Rock Dr	Shared Use Path	Montgomery	Montgomery County	8246	0.42
Dale Dr	Shared Use Path	Montgomery	Montgomery County	8184	2.12
Darcy Forest Dr	Bike Route Marking	Montgomery	Montgomery County	8291	0.18
Darnestown Rd	Shared Use Path	Montgomery	Montgomery County	8223	0.42
Decoverly Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8126	0.46
Denley Rd	Bike Boulevards	Montgomery	Montgomery County	8279	0.48
Diamondback Dr	Shared Use Path	Montgomery	Montgomery County	8127	0.51
Diamondback Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8151	0.18
Dixon Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8166	0.29
Dorset Ave	Bike Route Marking	Montgomery	Montgomery County	8101	0.68
Dorsey Mill Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8149	0.02
Douglas Ave	Bike Route Marking	Montgomery	Montgomery County	8076	1.21
Douglas Ave	Bike Boulevards	Montgomery	Montgomery County	8219	0.18

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
E Jefferson St	Protected Bicycle Lane	Montgomery	Montgomery County	8119	0.46
East Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8096	0.05
Edgemoor Ln Neighborhood Greenway (Exeter Rd to Arlington Rd)	Other	Montgomery	Montgomery County	8034	0.25
Edgemoor Ln Separated Bike Lanes (Arlington Rd to Bethesda Metrorail Station)	Protected Bicycle Lane	Montgomery	Montgomery County	8025	0.16
Edson Ln	Protected Bicycle Lane	Montgomery	Montgomery County	8140	0.40
Ellsworth Dr	Bike Route Marking	Montgomery	Montgomery County	8132	0.15
Elm St	Bike Route Marking	Montgomery	Montgomery County	8120	0.51
Emory Lane Sidepath	Shared Use Path	Montgomery	Montgomery County	7488	0.30
Emory Ln	Shared Use Path	Montgomery	Montgomery County	7687	0.01
Erskine St	Bike Route Marking	Montgomery	Montgomery County	8252	0.14
Evans Dr	Bike Route Marking	Montgomery	Montgomery County	8260	0.06
Evans Parkway Neighborhood Park Trail	Shared Use Path	Montgomery	Montgomery County	7535	0.05
Executive Blvd	Protected Bicycle Lane	Montgomery	Montgomery County	8104	0.29
Executive Blvd	Protected Bicycle Lane	Montgomery	Montgomery County	8170	0.34
Exeter Rd	Bike Route Marking	Montgomery	Montgomery County	8070	0.62
Falcon St	Bike Route Marking	Montgomery	Montgomery County	8281	0.13
Falls	Standard Bicycle Lane	Montgomery	Montgomery County	8022	0.58

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Farragut Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8233	0.06
FDA Blvd	Protected Bicycle Lane	Montgomery	Montgomery County	8074	0.77
Fenton St Separated Bike Lanes (Ellsworth Dr to Wayne Ave)	Protected Bicycle Lane	Montgomery	Montgomery County	8054	0.11
Fenton St Separated Bike Lanes (Wayne Ave to King St)	Protected Bicycle Lane	Montgomery	Montgomery County	8024	0.57
Fernwood Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8241	0.41
Ferrara Ave	Bike Route Marking	Montgomery	Montgomery County	8117	0.63
Forest Glen Rd	Shared Use Path	Montgomery	Montgomery County	8283	0.02
Frederick Rd	Shared Use Path	Montgomery	Montgomery County	7547	3.14
Friendship Blvd Separated Bike Lanes (Willard Ave to District of Columbia)	Protected Bicycle Lane	Montgomery	Montgomery County	8040	0.20
Gaither Rd	Shared Use Path	Montgomery	Montgomery County	8293	0.32
Galt Ave	Bike Route Marking	Montgomery	Montgomery County	8142	0.14
Germantown To Burtonsville	Shared Use Path	Montgomery	Montgomery County	7533	0.00
Germantown To Life Sciences Center	Protected Bicycle Lane	Montgomery	Montgomery County	7495	3.68
Germantown To Life Sciences Center	Shared Use Path	Montgomery	Montgomery County	7528	0.52
Germantown Town Center to Montgomery College	Shared Use Path	Montgomery	Montgomery County	7505	0.97
Gilbert St	Bike Route Marking	Montgomery	Montgomery County	8139	0.51

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Glenallan Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8289	0.61
Glenmont To Silver Spring	Other	Montgomery	Montgomery County	7511	1.47
Glenmont To Silver Spring	Protected Bicycle Lane	Montgomery	Montgomery County	7512	2.59
Glenmont To Silver Spring	Shared Use Path	Montgomery	Montgomery County	7524	0.31
Glenmont To Silver Spring	Other	Montgomery	Montgomery County	7527	0.67
Glenmont to Silver Spring Breezeway (Georgia Ave to Arcola Ave)	Bike Route Marking	Montgomery	Montgomery County	8167	0.69
Glenmont to Silver Spring Breezeway (Georgia Ave to Arcola Ave)	Bike Boulevards	Montgomery	Montgomery County	8440	0.70
Glenside Dr	Bike Route Marking	Montgomery	Montgomery County	8113	0.59
Gold Mine Rd Sidepath (James Creek Ct to Chandlee Mill Rd)	Shared Use Path	Montgomery	Montgomery County	8047	0.14
Goshen Rd	Standard Bicycle Lane	Montgomery	Montgomery County	8211	3.09
Goshen Rd	Shared Use Path	Montgomery	Montgomery County	8237	3.10
Gould Rd	Bike Route Marking	Montgomery	Montgomery County	8315	0.01
Grandview Ave	Bike Route Marking	Montgomery	Montgomery County	8155	0.28
Grandview Ave Separated Bike Lanes (Blueridge Ave to University Blvd)	Protected Bicycle Lane	Montgomery	Montgomery County	8033	0.26
Grandview Ave Separated Bike Lanes (University Blvd to Reedie Dr)	Protected Bicycle Lane	Montgomery	Montgomery County	8032	0.41

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Great Seneca Hwy	Shared Use Path	Montgomery	Montgomery County	8056	0.49
Greeley Ave	Bike Route Marking	Montgomery	Montgomery County	8303	0.07
Green Trail	Shared Use Path	Montgomery	Montgomery County	7474	0.68
Green Trail	Protected Bicycle Lane	Montgomery	Montgomery County	7483	0.34
Greenwood Ave	Bike Route Marking	Montgomery	Montgomery County	8061	0.32
Greenwood Ave	Bike Route Marking	Montgomery	Montgomery County	8135	0.51
Grosvenor Ln	Shared Use Path	Montgomery	Montgomery County	8263	0.52
Grosvenor Pl	Shared Use Path	Montgomery	Montgomery County	8258	0.52
Grove St	Bike Route Marking	Montgomery	Montgomery County	8063	0.71
Grubb Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8147	0.23
Grubb Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8224	0.66
Hildarose Dr	Bike Route Marking	Montgomery	Montgomery County	8308	0.06
Holton Ln	Bike Route Marking	Montgomery	Montgomery County	8286	0.10
Howard Ave	Shared Use Path	Montgomery	Montgomery County	8300	0.04
Hyattstown Bypass	Shared Use Path	Montgomery	Montgomery County	7548	0.51
I-495 Bridge	Shared Use Path	Montgomery	Montgomery County	7525	0.36
I-495 Bridge (east Side)	Shared Use Path	Montgomery	Montgomery County	7521	0.36
Icc Trail Extension	Shared Use Path	Montgomery	Montgomery County	7539	0.11
Icc Trail Extension	Shared Use Path	Montgomery	Montgomery County	7540	0.14
Industrial Dr	Shared Use Path	Montgomery	Montgomery County	8273	0.32

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Industrial Pkwy	Protected Bicycle Lane	Montgomery	Montgomery County	8111	2.11
Intercounty Connector Trail	Shared Use Path	Montgomery	Montgomery County	7468	5.51
Intercounty Connector Trail	Shared Use Path	Montgomery	Montgomery County	7480	4.28
Jefferson	Contraflow Lanes	Montgomery	Montgomery County	8017	0.49
Jingle Ln	Bike Boulevards	Montgomery	Montgomery County	8306	0.12
Johns Hopkins Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8146	0.12
Jones Bridge	Shared Use Path	Montgomery	Montgomery County	7477	0.06
Jones Bridge Rd	Shared Use Path	Montgomery	Montgomery County	8084	0.03
Jones Bridge Rd (South Side) Sidepath (Platt Ridge Dr to Connecticut Ave)	Shared Use Path	Montgomery	Montgomery County	8051	0.17
Kensington Blvd	Shared Use Path	Montgomery	Montgomery County	8097	0.27
Larkin Pl	Bike Route Marking	Montgomery	Montgomery County	8317	0.05
Leland St	Protected Bicycle Lane	Montgomery	Montgomery County	8144	0.07
Lewis Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8194	0.18
Life Sciences Center Loop (Great Seneca Hwy to Key West Ave)	Protected Bicycle Lane	Montgomery	Montgomery County	8031	0.45
Life Sciences Center Loop (Key West Ave to Great Seneca Hwy)	Protected Bicycle Lane	Montgomery	Montgomery County	8041	1.10
Life Sciences Center to Shady Grove Metro	Shared Use Path	Montgomery	Montgomery County	7502	2.67
Little Seneca Pkwy	Shared Use Path	Montgomery	Montgomery County	8157	0.27

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Lockwood Dr	Shared Use Path	Montgomery	Montgomery County	8156	0.14
Long Branch Trail	Shared Use Path	Montgomery	Montgomery County	7520	0.01
Lyttonsville Rd	Bike Route Marking	Montgomery	Montgomery County	8059	0.34
Lyttonsville Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8109	0.86
Macarthur Blvd	Shared Use Path	Montgomery	Montgomery County	7479	1.66
MacArthur Blvd	Bikeable Shoulders	Montgomery	Montgomery County	8191	2.64
MacArthur Blvd	Bikeable Shoulders	Montgomery	Montgomery County	8222	1.08
MacArthur Blvd	Shared Use Path	Montgomery	Montgomery County	8249	1.33
MacArthur Blvd Sidepath and Bikeable Shoulders (Goldsboro Rd to District of Columbia)	Bike Route Marking	Montgomery	Montgomery County	8044	2.56
MacArthur Blvd Sidepath and Bikeable Shoulders (Goldsboro Rd to District of Columbia)	Shared Use Path	Montgomery	Montgomery County	8052	0.33
Marinelli Rd Separated Bike Lanes (Executive Blvd to Woodglen Dr)	Protected Bicycle Lane	Montgomery	Montgomery County	8048	0.18
Marinelli Rd Separated Bike Lanes (Rockville Pike to Nebel St)	Protected Bicycle Lane	Montgomery	Montgomery County	8045	0.42
Maryland Ave	Bike Route Marking	Montgomery	Montgomery County	8021	0.68
Maryland Ave	Bike Route Marking	Montgomery	Montgomery County	8085	0.49
Matthew Henson Trail Ext	Shared Use Path	Montgomery	Montgomery County	7491	0.54

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Matthew Henson Trail to Poplar Run	Shared Use Path	Montgomery	Montgomery County	7489	0.60
McKenney Ave	Bike Boulevards	Montgomery	Montgomery County	8200	0.30
McKinley St	Bike Route Marking	Montgomery	Montgomery County	8154	0.15
Medical Center Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8153	0.12
Medical Center Dr Ext (Outer Side) Separated Bike Lanes (Great Seneca Hwy to Key West Ave)	Protected Bicycle Lane	Montgomery	Montgomery County	8046	0.48
PROJ_TITLE	**FACILITY TYPE**	**COUNTY**	**LEAD AGENCY**	**PROJ ID**	**Miles**
Mercury Dr	Bike Boulevards	Montgomery	Montgomery County	8239	0.26
Metropolitan Branch Trail	Shared Use Path	Montgomery	Montgomery County	7481	0.61
Metropolitan Branch Trail Breezeway (Silver Spring Transit Center to King St)	Shared Use Path	Montgomery	Montgomery County	8035	0.03
Middlebrook Rd	Shared Use Path	Montgomery	Montgomery County	8205	0.33
Montgomery Ave	Shared Use Path	Montgomery	Montgomery County	8243	0.06
Montgomery Ln Separated Bike Lanes (Woodmont Ave to Wisconsin Ave)	Protected Bicycle Lane	Montgomery	Montgomery County	8042	0.14
Montgomery St	Protected Bicycle Lane	Montgomery	Montgomery County	8171	0.06
Montrose Ave	Shared Use Path	Montgomery	Montgomery County	8277	0.49
Montrose Pkwy	Shared Use Path	Montgomery	Montgomery County	7484	0.02
Montrose Rd	Shared Use Path	Montgomery	Montgomery County	8256	1.00

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Moorland Ln	Bike Route Marking	Montgomery	Montgomery County	8081	0.96
Morningwood Dr	Shared Use Path	Montgomery	Montgomery County	8255	0.20
Nebel St	Protected Bicycle Lane	Montgomery	Montgomery County	8089	0.50
Nebel St Ext	Protected Bicycle Lane	Montgomery	Montgomery County	8088	1.30
Needwood Drive Bike path	Shared Use Path	Montgomery	Montgomery County	7476	0.26
New Ave Bikeway	Shared Use Path	Montgomery	Montgomery County	7552	0.77
Nicholson Ln	Protected Bicycle Lane	Montgomery	Montgomery County	8072	0.74
PROJ_TITLE	**FACILITY TYPE**	**COUNTY**	**LEAD AGENCY**	**PROJ ID**	**Miles**
Nicholson Ln	Protected Bicycle Lane	Montgomery	Montgomery County	8091	1.00
Nicholson Ln	Shared Use Path	Montgomery	Montgomery County	8269	0.16
Norfolk Ave	Bike Route Marking	Montgomery	Montgomery County	8069	0.30
Norfolk Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8083	0.11
North Branch Hiker-biker Trail	Shared Use Path	Montgomery	Montgomery County	7550	3.92
Norwood Trail	Other	Montgomery	Montgomery County	8121	0.18
Observation Dr	Shared Use Path	Montgomery	Montgomery County	7504	2.19
Off-Street Trail	Shared Use Path	Montgomery	Montgomery County	8312	0.04
Old Columbia Pike	Shared Use Path	Montgomery	Montgomery County	7543	0.10
Old Columbia Pike	Shared Use Path	Montgomery	Montgomery County	7545	0.12
Olney #2	Protected Bicycle Lane	Montgomery	Montgomery County	8209	0.71
Olney #6	Shared Use Path	Montgomery	Montgomery County	8309	0.11

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Olney To Glenmont	Shared Use Path	Montgomery	Montgomery County	7497	2.59
Olney To Glenmont	Protected Bicycle Lane	Montgomery	Montgomery County	7498	0.36
Olney To Glenmont	Shared Use Path	Montgomery	Montgomery County	7510	1.17
Olney To Glenmont	Shared Use Path	Montgomery	Montgomery County	7530	0.06
Olney to Glenmont Breezeway (Wendy Ln to Matthew Henson Trail)	Shared Use Path	Montgomery	Montgomery County	8321	0.40
Omega Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8172	0.12
Parklawn Dr	Shared Use Path	Montgomery	Montgomery County	8213	0.91
PROJ_TITLE	**FACILITY TYPE**	**COUNTY**	**LEAD AGENCY**	**PROJ ID**	**Miles**
Parklawn Dr	Shared Use Path	Montgomery	Montgomery County	8278	0.59
Pearl St	Protected Bicycle Lane	Montgomery	Montgomery County	8107	0.13
Pearl St	Protected Bicycle Lane	Montgomery	Montgomery County	8108	0.30
Pearl St	Bike Route Marking	Montgomery	Montgomery County	8175	0.06
Piedmont Crossing Local Park Trail	Shared Use Path	Montgomery	Montgomery County	8114	0.30
Plum Orchard Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8130	1.28
Plyers Mill Rd	Shared Use Path	Montgomery	Montgomery County	8310	0.10
Potomac To Rock Spring	Shared Use Path	Montgomery	Montgomery County	7500	2.08
Potomac To Veirs Mill Road	Shared Use Path	Montgomery	Montgomery County	7515	3.00
Potomac to Veirs Mill Road Breezeway (Randolph Rd to Veirs Mill Rd)	Shared Use Path	Montgomery	Montgomery County	8050	0.10

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Powder Mill Rd	Shared Use Path	Montgomery	Montgomery County	8198	0.69
Prichard Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8099	0.19
Queen Mary Dr	Shared Use Path	Montgomery	Montgomery County	8229	0.13
Railroad Crossing	Shared Use Path	Montgomery	Montgomery County	8320	0.05
Randolph Rd	Shared Use Path	Montgomery	Montgomery County	7544	0.77
Randolph Rd	Shared Use Path	Montgomery	Montgomery County	8305	0.18
Ray Dr	Bike Route Marking	Montgomery	Montgomery County	8100	0.65
Redland Rd	Shared Use Path	Montgomery	Montgomery County	7691	1.28
Reedie Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8123	0.13
PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Reedie Dr	Bike Route Marking	Montgomery	Montgomery County	8160	0.09
Research Blvd NB	Contraflow Lanes	Montgomery	Montgomery County	8020	1.24
Research Blvd SB	Bike Route Marking	Montgomery	Montgomery County	8019	1.27
Rock Spring Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8240	0.66
Rockledge Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8188	0.48
Rockledge Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8210	1.20
Rockville Pkwy	Protected Bicycle Lane	Montgomery	Montgomery County	7469	5.08
Rosedale Ave	Bike Route Marking	Montgomery	Montgomery County	8168	0.23
Saratoga Ave	Bike Route Marking	Montgomery	Montgomery County	8319	0.00
Scott WB	Shared Use Path	Montgomery	Montgomery County	8018	0.63

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Selfridge Rd	Bike Route Marking	Montgomery	Montgomery County	8164	0.31
Selfridge Rd	Other	Montgomery	Montgomery County	8174	0.04
Seven Locks Rd	Bike Route Marking	Montgomery	Montgomery County	8057	1.00
Seven Locks Rd	Shared Use Path	Montgomery	Montgomery County	8065	1.24
Sherrill Ave	Bike Route Marking	Montgomery	Montgomery County	8301	0.01
Silver Spring Ave	Bike Route Marking	Montgomery	Montgomery County	8150	0.70
Sleaford Rd	Bike Route Marking	Montgomery	Montgomery County	8122	0.45
Sligo Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8163	0.06
Sligo Creek Trail	Shared Use Path	Montgomery	Montgomery County	7536	0.01
Sligo Creek Trail	Shared Use Path	Montgomery	Montgomery County	7537	0.06
PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Sligo Creek Trail Ext. To Matthew Henson	Shared Use Path	Montgomery	Montgomery County	7551	3.50
Snouffer School Rd Sidepath (Centerway Rd to Sweet Autumn Dr)	Shared Use Path	Montgomery	Montgomery County	8043	1.03
Snowden Farm Pkwy	Shared Use Path	Montgomery	Montgomery County	8267	0.58
Southlawn Ln	Shared Use Path	Montgomery	Montgomery County	7692	0.21
Southlawn Ln	Shared Use Path	Montgomery	Montgomery County	7693	1.05
Spartan Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8217	0.62
Spartan Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8271	0.38
Spring St / Cedar St	Protected Bicycle Lane	Montgomery	Montgomery County	8176	0.16

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
St Elmo Ave	Standard Bicycle Lane	Montgomery	Montgomery County	8071	0.21
Stewart Ln	Standard Bicycle Lane	Montgomery	Montgomery County	8162	0.06
Strathmore Hall St	Shared Use Path	Montgomery	Montgomery County	8288	0.04
Street A-251	Shared Use Path	Montgomery	Montgomery County	8251	0.73
Street B-2	Protected Bicycle Lane	Montgomery	Montgomery County	8272	0.26
Street B-2	Protected Bicycle Lane	Montgomery	Montgomery County	8295	0.34
Street B-5	Protected Bicycle Lane	Montgomery	Montgomery County	8095	0.37
Stringtown Rd	Shared Use Path	Montgomery	Montgomery County	8183	1.19
Sudbury Rd	Bike Route Marking	Montgomery	Montgomery County	8068	0.79
Summit Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8234	0.18
Summit Ave Ext	Protected Bicycle Lane	Montgomery	Montgomery County	8178	0.19
Summit Hills Bikeway	Shared Use Path	Montgomery	Montgomery County	8304	0.21
Sundale Dr	Bike Route Marking	Montgomery	Montgomery County	8060	0.84
Tech Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8131	0.82
Tilbury St	Bike Route Marking	Montgomery	Montgomery County	8086	0.35
Towne Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8145	0.21
Traville Gateway Dr Ext	Protected Bicycle Lane	Montgomery	Montgomery County	8169	0.17
Tuckerman Ln	Shared Use Path	Montgomery	Montgomery County	7470	5.72
Tuckerman Ln	Protected Bicycle Lane	Montgomery	Montgomery County	8177	0.66

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Tuckerman Ln	Standard Bicycle Lane	Montgomery	Montgomery County	8185	1.51
Tuckerman Ln	Standard Bicycle Lane	Montgomery	Montgomery County	8186	2.32
Tuckerman Ln	Shared Use Path	Montgomery	Montgomery County	8235	1.52
Twinbrook Pkwy	Protected Bicycle Lane	Montgomery	Montgomery County	8212	0.30
Twinbrook Pkwy	Protected Bicycle Lane	Montgomery	Montgomery County	8270	0.06
Twinbrook Pkwy	Protected Bicycle Lane	Montgomery	Montgomery County	8318	0.14
Upton Dr	Bike Route Marking	Montgomery	Montgomery County	8077	0.20
Utility Corridor #1	Shared Use Path	Montgomery	Montgomery County	7473	11.19
Utility Corridor #2	Shared Use Path	Montgomery	Montgomery County	7513	25.32
Veirs Mill Road to White Oak	Shared Use Path	Montgomery	Montgomery County	7494	6.12
Veirs Mill Road to White Oak	Shared Use Path	Montgomery	Montgomery County	7532	0.02
Walter Johnson Rd	Shared Use Path	Montgomery	Montgomery County	8214	0.32
Weiss St	Bike Route Marking	Montgomery	Montgomery County	8238	0.09
Weller Rd	Bike Boulevards	Montgomery	Montgomery County	8261	0.11
Weller Rd	Shared Use Path	Montgomery	Montgomery County	8276	0.10
West Ave	Bike Route Marking	Montgomery	Montgomery County	8064	0.42
Westbard Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8228	0.70
Westbard Ave	Shared Use Path	Montgomery	Montgomery County	8302	0.31
Westlake Ter	Protected Bicycle Lane	Montgomery	Montgomery County	8242	0.79
Wheaton Plaza Entrance	Protected Bicycle Lane	Montgomery	Montgomery County	8138	0.13

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Wheaton Plaza Ring Road	Protected Bicycle Lane	Montgomery	Montgomery County	8201	2.19
Wheaton To Takoma / Langley	Shared Use Path	Montgomery	Montgomery County	7506	4.32
Wheaton To Takoma / Langley	Protected Bicycle Lane	Montgomery	Montgomery County	7508	1.23
White Flint to Rock Spring	Protected Bicycle Lane	Montgomery	Montgomery County	7490	0.62
White Flint to Rock Spring	Shared Use Path	Montgomery	Montgomery County	7507	1.34
Wildwood Dr	Bike Route Marking	Montgomery	Montgomery County	8062	0.63
Willard Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8230	0.50
Willard Ave Trail	Shared Use Path	Montgomery	Montgomery County	8274	0.45
Wisteria Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8204	1.04
Woodglen	Shared Use Path	Montgomery	Montgomery County	7486	0.07
Woodmont Ave Separated Bike Lanes (Strathmore St to Wisconsin Ave)	Protected Bicycle Lane	Montgomery	Montgomery County	8037	0.06
15th St NW Cycle Track from Penn Ave NW to Maine Ave SW	Protected Bicycle Lane	District of Columbia	National Park Service	7861	0.80
Anacostia Kenilworth Trail	Shared Use Path	District of Columbia	National Park Service	8839	1.75
Anacostia River Trail	Other	District of Columbia	National Park Service	7283	2.47
Anacostia River Trail-SW From Buzzard Point to the Wharf	Shared Use Path	District of Columbia	National Park Service	7443	1.82
Anacostia Riverwalk Trail Phase II	Shared Use Path	District of Columbia	National Park Service	7859	9.61
Arboretum Connector	Shared Use Path	District of Columbia	National Park Service	7286	1.11

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Kennedy Center Pedestrian/Bicycle Trail	Shared Use Path	District of Columbia	National Park Service	7858	0.60
Long Bridge Park to Mt. Vernon Trail Connection	Shared Use Path	Arlington	National Park Service	8502	0.19
Mount Vernon Trail Extension	Shared Use Path	Arlington	National Park Service	7370	0.12
Mount Vernon Trail Widening	Shared Use Path	Arlington	National Park Service	8501	5.20
Oxon Cove Hiker Biker Trail	Shared Use Path	District of Columbia	National Park Service	7376	1.07
Rock Creek Park Multi-Use Trail and Pedestrian Bridge Project	Shared Use Path	District of Columbia	National Park Service	10086	6.44
Rock Creek Park Trail	Shared Use Path	District of Columbia	National Park Service	<Null>	1.30
Rock Creek Park Trail Extension	Shared Use Path	District of Columbia	National Park Service	7395	3.57
Suitland Parkway Sidepath from Southern Ave to Firth Sterling Ave SE	Shared Use Path	Prince Georges	National Park Service	7442	2.76
W&OD and Four Mile Run Trail Upgrades	Shared Use Path	Arlington	NOVA Parks	8492	8.40
W&OD Realignment at East Falls Church	Streetscape/Pedestrian Improvements	Arlington	NOVA Parks	8496	0.09
23rd Parkway Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7000	1.00
38th Street (MD 208) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10034	0.96
A-55 Side Path	Shared Use Path	Prince Georges	Prince Georges County	7002	3.77
A-56 Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7003	1.65
A-6 Side Path	Shared Use Path	Prince Georges	Prince Georges County	10006	1.03

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
A-63 Side Path	Shared Use Path	Prince Georges	Prince Georges County	10035	1.94
A-65	Other	Prince Georges	Prince Georges County	7282	0.03
A-65 Side Path	Shared Use Path	Prince Georges	Prince Georges County	7006	4.55
Addison Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7007	1.94
Adelphi Rd. Pedestrian Safety Improvements	Streetscape/Pedestrian Improvements	Prince George's County	Prince Georges County	10346	2.82
Ager Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7008	1.90
Allentown Road (MD 337) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10007	1.75
Allentown Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7010	0.88
Allentown Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7011	1.36
Allentown Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	9706	0.39
Ammendale Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7013	0.63
Annapolis Rd	Other	Prince Georges	Prince Georges County	7284	1.08
Annapolis Road (MD 450)	Other	Prince Georges	Prince Georges County	7285	0.59
Annapolis Road (MD 450, MD 202) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10008	0.95
Annapolis Road (MD 450, MD 202) Side Path	Shared Use Path	Prince Georges	Prince Georges County	9826	0.86
Ardwick Ardmore Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7015	1.76
Arena Drive Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7016	0.53
Auth Way Side Path	Shared Use Path	Prince Georges	Prince Georges County	7017	1.28
Back Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7288	1.36

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Back Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7289	3.20
Back Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7434	0.05
Back Branch Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7019	1.58
Bald Hill Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7291	3.89
Baltimore Avenue (US-1) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10009	1.07
Baltimore Avenue (US-1) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10010	5.40
Baltimore-washington Parkway	Shared Use Path	Prince Georges	Prince Georges County	7292	3.75
Barnaby Run Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7025	1.53
Beaver Dam Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7026	3.46
Beaver Dam Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7027	1.32
Beech Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7028	1.18
Bike Share Stations in Prince George's County	Bike Share	Prince George's County	Prince Georges County	8622	0.19
Black Swamp Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7029	6.30
Bock Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7030	1.03
Bond Mill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7031	1.58
Boston Connector Trail	Shared Use Path	Prince Georges	Prince Georges County	7294	0.29
Bowie Connector Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7032	1.17
Bowie Heritage Trail	Shared Use Path	Prince Georges	Prince Georges County	7295	0.72

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Bowie Heritage Trail	Shared Use Path	Prince Georges	Prince Georges County	7467	2.89
Brandywine Connector	Other	Prince Georges	Prince Georges County	7465	0.57
Brandywine Connector	Other	Prince Georges	Prince Georges County	7466	0.22
Brandywine Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7033	1.79
Brandywine Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7034	0.55
Brandywine Road Trail	Shared Use Path	Prince Georges	Prince Georges County	7297	8.68
Brandywine To Piscataway	Shared Use Path	Prince Georges	Prince Georges County	7298	3.26
Brightseat Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7035	1.58
Brightseat Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7036	2.22
Brinkley Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7037	3.97
Brooke Rd Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7299	0.13
Brooke Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7038	1.04
Brooklyn Bridge Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7039	2.26
Brooks Dr Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7300	0.80
Brooks Drive Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7040	1.02
Brown Station Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7041	4.02
Burch Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7301	4.42
Burch Branch Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7042	3.59
Butler Branch Costca Connector Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7043	1.31

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Cabin Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7302	3.66
Cabin Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7303	5.97
Camp Springs Connector	Shared Use Path	Prince Georges	Prince Georges County	7304	6.75
Campus Dr. Green Street Improvements	Standard Bicycle Lane	Prince Georges	Prince Georges County	10366	0.75
Campus Way Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7050	1.53
Campus Way Side Path	Shared Use Path	Prince Georges	Prince Georges County	7051	1.24
Campus Way Side Path	Shared Use Path	Prince Georges	Prince Georges County	7052	0.60
Capitol Heights Boulevard Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7053	0.48
Cattail Branch	Shared Use Path	Prince Georges	Prince Georges County	7305	0.04
Cattail Branch Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7054	2.66
Cb Rail-trail Connector	Shared Use Path	Prince Georges	Prince Georges County	7306	0.53
Central Avenue (MD 214) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	9786	2.78
Central Avenue (MD 332) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10011	1.11
Central Avenue Connector Trail	Shared Use Path	Prince Georges	Prince Georges County	7307	5.94
Central Park Loop Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7058	1.26
Charles Branch Connector Trails Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7059	1.21
Charles Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7308	1.17
Charles Branch Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7060	7.26

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Cheltingham Park Connector Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7061	1.78
Cherry Hill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10012	2.64
Cherry Hill Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7063	1.19
Cherry Tree Crossing Rd	Shared Use Path	Prince Georges	Prince Georges County	7310	0.00
Cherrywood Lane Sidepath West Side Path	Shared Use Path	Prince Georges	Prince Georges County	7064	1.57
Chesapeake Beach Rail Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7065	1.18
Chesapeake Beach Railway Trail	Shared Use Path	Prince Georges	Prince Georges County	7311	7.66
Chestnut Avenue & Highbridge Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7066	2.67
Cheverly To Bladensburg Waterfront Park	Shared Use Path	Prince Georges	Prince Georges County	7355	0.27
Cheverly To Bladensburg Waterfront Park Trail	Shared Use Path	Prince Georges	Prince Georges County	7280	0.31
Cheverly To Bladensburg Waterfront Park Trail	Shared Use Path	Prince Georges	Prince Georges County	7364	0.25
Church Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7067	1.87
College Park Woods Connector	Shared Use Path	Prince Georges	Prince Georges County	7312	0.50
Collington Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7313	7.36
Collington Road (MD 197) Side Path	Standard Bicycle Lane	Prince Georges	Prince Georges County	9866	1.92
Collington Road/laurel Bowie Road	Shared Use Path	Prince Georges	Prince Georges County	7314	1.36

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Collington Road/Laurel Bowie Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7070	1.40
Columbia Park Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7072	2.17
Contee Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7075	3.07
Corporate Drive Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7076	1.01
Crain Hwy Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7318	0.26
Croom Rd Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7319	0.89
DB-7 Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7079	1.19
Donnell Dr. Pedestrian Safety Improvements	Streetscape/Pedestrian Improvements	Prince George's County	Prince Georges County	10386	0.87
Dower House Branch Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7081	1.41
Dower House Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7082	1.06
Duckettown Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7083	1.70
Dyson Road	Other	Prince Georges	Prince Georges County	7321	0.00
Dyson Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7086	0.71
East West Highway (MD 410) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	9886	5.10
Edmonston Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7089	1.17
Ellin Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7091	1.27
Enterprise Road (MD 193) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	9906	1.60
Euclid Street Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7325	0.05
Fairwood Drive Side Path	Shared Use Path	Prince Georges	Prince Georges County	7094	1.02

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Farm Road Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7095	2.42
Fletchertown Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7097	0.62
Floral Park Road	Other	Prince Georges	Prince Georges County	7326	0.31
Floral Park Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7098	5.40
Folly Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7327	2.63
Folly Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7328	0.77
Folly Branch Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7099	1.94
Forbes Boulevard Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7100	2.62
Fort Foote Road	Other	Prince Georges	Prince Georges County	7331	0.24
Fort Washington Rd Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7334	1.28
Fort Washington Rd Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7335	1.81
Garrett A Morgan Boulevard Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7103	0.51
Good Luck Road	Other	Prince Georges	Prince Georges County	7339	1.64
Good Luck Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7104	6.71
Good Luck Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7105	6.71
Grandhaven Ave Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7340	0.48
Greenbelt Road Sidepath North Side Path	Shared Use Path	Prince Georges	Prince Georges County	7107	3.11
Grey Fox Road Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7108	1.13

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Gunpowder Road	Standard Bicycle Lane	Prince Georges	Prince Georges County	7341	0.61
Gunpowder Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7109	3.67
Gunpowder Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7110	1.05
Gunpowder Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7111	1.04
Harry S Truman Drive Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7113	0.53
Henson Creek Trail	Shared Use Path	Prince Georges	Prince Georges County	7342	3.46
Heritage Blvd	Other	Prince Georges	Prince Georges County	7343	0.70
Hill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7115	1.70
Hillmeade Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7116	0.68
HOA Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7117	1.09
Hotchkins Branch Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7118	2.49
Indian Creek	Shared Use Path	Prince Georges	Prince Georges County	7344	1.09
Indian Head Highway (md 210)	Shared Use Path	Prince Georges	Prince Georges County	7345	1.95
Indian Head Highway (MD 210) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10022	14.46
Indian Head Hwy Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7346	0.08
Iverson St. Pedestrian Safety Improvements	Streetscape/Pedestrian Improvements	Prince Georges	Prince Georges County	10406	1.88
Jericho Park Road Extension to Bowie State	Other	Prince Georges	Prince Georges County	7347	0.70
John Hanson Hwy	Shared Use Path	Prince Georges	Prince Georges County	7348	1.16

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Jug Bay Park Connector	Shared Use Path	Prince Georges	Prince Georges County	7349	0.99
Karen Boulevard Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7120	1.34
Kenhill Dr Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7350	0.09
Kenilworth Avenue (MD 201) Side Path	Standard Bicycle Lane	Prince Georges	Prince Georges County	9926	7.24
Lake Arbor Way Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7124	1.79
Landover Gateway Bike Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7125	1.09
Landover Road (MD 202) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	9946	3.61
Landover Road (MD 202) Side Path	Shared Use Path	Prince Georges	Prince Georges County	9966	1.56
Landover Road (MD 202) Side Path	Shared Use Path	Prince Georges	Prince Georges County	9986	1.09
Lanham Severn Road (MD 564) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10013	5.02
Lanham Severn Road (MD 564) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10014	2.24
Lanham Severn Road (MD 564) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10015	2.68
Larchmont Avenue Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7132	1.04
Largo Area CIP Roadway Project	Protected Bicycle Lane	Prince George's County	Prince Georges County	10306	2.54
Largo Road (md 202)	Shared Use Path	Prince Georges	Prince Georges County	7352	2.27
Largo Road (MD 202) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10023	7.59
Laurel Bowie Road (md 197)	Shared Use Path	Prince Georges	Prince Georges County	7353	6.33
Laurel-bowie Connection	Other	Prince Georges	Prince Georges County	7440	5.85

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
LB-7 Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7137	1.26
Little Paint Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7309	1.19
Little Paint Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7380	0.25
Little Paint Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7401	0.78
Livingston Rd	Other	Prince Georges	Prince Georges County	7293	0.18
Livingston Rd	Other	Prince Georges	Prince Georges County	7354	2.50
Livingston Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7138	3.02
Lottsford Branch Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7139	2.82
Lottsford Branch Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7140	1.77
Lottsford Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7141	3.15
Lottsford Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7142	2.05
Lottsford Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7143	1.10
Lottsford Vista Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7144	2.64
Lower Beaverdam Trail	Shared Use Path	Prince Georges	Prince Georges County	7357	1.78
Lower Beaverdam Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7145	3.15
Lydell Rd Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7358	0.10
Marlboro Pike Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7146	2.74
Marlboro Pike Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7147	4.25
Marlboro Race Track Rd Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7359	0.91

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Marlton Park Trail	Shared Use Path	Prince Georges	Prince Georges County	7360	0.25
Martin Luther King Jr Boulevard (MD 704) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10019	4.35
Martin Luther King Jr Boulevard (MD 704) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10020	4.36
Martin Luther King Jr Boulevard (MD 704) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10021	2.32
Martin Luther King Jr. Hwy (md 704)/wb&a Extension	Shared Use Path	Prince Georges	Prince Georges County	7361	6.38
Martin Luther King Jr. Hwy (md 704)/wb&a Extension	Shared Use Path	Prince Georges	Prince Georges County	7417	0.20
Maryland 4 To Livingston Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7362	10.04
Mataponi Hiker Equestrian Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7151	1.75
Mathew Street	Other	Prince Georges	Prince Georges County	7363	1.93
Mattawoman Creek Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7153	13.97
Mattawoman Creek Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7154	1.86
MC-703 Side Path	Shared Use Path	Prince Georges	Prince Georges County	7155	2.26
MD 223	Other	Prince Georges	Prince Georges County	7365	2.76
Melwood Community Park Connector	Shared Use Path	Prince Georges	Prince Georges County	7366	0.04
Melwood Community Park	Shared Use Path	Prince Georges	Prince Georges County	7157	3.39

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Connector Natural Surface Trail					
Melwood Legacy Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7158	1.05
Metroland Parkway Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7159	1.13
Metzerott Rd., MD 650 to Adelphi Rd., Pedestrian Safety Improvements	Traffic Calming	Prince George's County	Prince Georges County	10966	1.83
Metzerott Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7160	2.08
Mitchellville Road	Other	Prince Georges	Prince Georges County	7368	1.23
Mitchellville Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7161	1.23
Montgomery Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7162	1.69
Montgomery Street Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7163	1.23
Mt. Oak Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7164	1.25
Muirkirk Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7165	4.41
N Crain Hwy Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7371	0.97
National Harbor Blvd	Shared Use Path	Prince Georges	Prince Georges County	7372	0.97
New Hampshire Avenue (MD 650) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10025	1.12
Oak Grove Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7177	1.24
Oak Grove/Leeland Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7178	1.57
Odell Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7179	2.66
Old Baltimore Pike Side Path	Shared Use Path	Prince Georges	Prince Georges County	7180	1.51

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Old Branch Avenue Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7181	3.13
Old Branch Avenue Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7182	3.80
Old Fort Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7185	2.64
Old Fort Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7186	3.23
Old Gunpowder Road Bike Lane	Standard Bicycle Lane	Prince George's County	Prince Georges County	10486	0.61
Old Laurel Bowie Road	Shared Use Path	Prince Georges	Prince Georges County	7375	0.28
Oxon Hill Road	Shared Use Path	Prince Georges	Prince Georges County	7378	1.49
Oxon Hill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7187	1.72
Oxon Hill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7188	1.13
Oxon Run Trail Extension	Shared Use Path	Prince Georges	Prince Georges County	7448	0.79
Oxon Run Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7189	3.40
Paint Branch Parkway	Standard Bicycle Lane	Prince Georges	Prince Georges County	7379	0.43
Palmer Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7190	1.36
Parkwood Street Side Path	Shared Use Path	Prince Georges	Prince Georges County	7191	1.22
Patuxent River Park Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7192	1.76
Patuxent River Park Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7193	1.21
Patuxent River Park Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7194	1.05
Pea Hill Branch Connection 2 Side Path	Shared Use Path	Prince Georges	Prince Georges County	7195	1.28

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Pea Hill Branch Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7196	3.21
Pennsy Drive Side Path	Shared Use Path	Prince Georges	Prince Georges County	7197	2.08
Pennsylvania Avenue (MD 4) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10026	4.46
Pennsylvania Avenue Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7381	7.26
Peppermill Drive Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7200	1.00
Peppermill Drive Side Path	Shared Use Path	Prince Georges	Prince Georges County	7201	1.00
Perrie Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7202	1.12
Piscataway Creek Trail	Shared Use Path	Prince Georges	Prince Georges County	7382	16.82
Powder Mill Road (MD 212) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10028	5.42
Powder Mill Road (MD 212) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10029	5.02
Power Line Connector	Shared Use Path	Prince Georges	Prince Georges County	7384	3.35
Presidential Parkway (MD 634)	Shared Use Path	Prince Georges	Prince Georges County	7385	4.50
Prince Georges Connector	Shared Use Path	Prince Georges	Prince Georges County	7387	0.38
Princess Garden Parkway Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7207	0.50
Prospect Hill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7208	1.51
Race Track Road	Shared Use Path	Prince Georges	Prince Georges County	7388	2.71
Rail Trail	Shared Use Path	Prince Georges	Prince Georges County	7389	2.65
Redskins Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7211	1.11
Regency Ln Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7390	0.20

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Regency Parkway Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7212	1.06
Rhode Island Avenue (US 1) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10031	1.69
Rhode Island Avenue Trolley Trail	Shared Use Path	Prince Georges	Prince Georges County	7392	4.00
Rhode Island Avenue Trolley Trail Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10032	1.33
Ritchie Branch Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7215	2.67
Ritchie Marlboro Road	Shared Use Path	Prince Georges	Prince Georges County	7394	0.04
Ritchie Marlboro Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7216	2.44
Ritchie Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7217	1.20
Riverview Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7218	2.07
Rock Creek Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7219	6.17
Rollins Avenue Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7220	1.64
Rosaryville Connector	Shared Use Path	Prince Georges	Prince Georges County	7396	2.61
Rosaryville Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7221	2.42
S. Crain Hwy Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7398	0.41
Saarc Connector	Shared Use Path	Prince Georges	Prince Georges County	7399	1.68
Schuster Dr	Other	Prince Georges	Prince Georges County	7400	0.54
Seat Pleasant Drive Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7229	1.17
Sellman Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7230	1.96
Sheriff Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7232	3.48

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Silver Hill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7233	3.11
Soil Conservation Rd	Other	Prince Georges	Prince Georges County	7386	1.28
Soil Conservation Rd	Other	Prince Georges	Prince Georges County	7403	2.32
Southwest Branch Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7234	7.71
SP-40 Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7235	1.76
Springfield Rd	Other	Prince Georges	Prince Georges County	7406	2.44
Springfield Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7236	4.96
St. Barnabas Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7237	4.11
Steed Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7238	1.71
Stuart Ln. Pedestrian Safety Improvements	Streetscape/Pedestrian Improvements	Prince George's County	Prince Georges County	10986	0.65
Suitland Bog Connector	Shared Use Path	Prince Georges	Prince Georges County	7407	1.33
Suitland Bog Park Trail	Shared Use Path	Prince Georges	Prince Georges County	7408	0.45
Suitland Community Park	Shared Use Path	Prince Georges	Prince Georges County	7409	1.11
Suitland Parkway Extended (MC 631) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10033	3.05
Suitland Parkway Side Path	Shared Use Path	Prince Georges	Prince Georges County	7241	6.42
Suitland Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7242	4.58
Sunnyside Avenue Side Path	Shared Use Path	Prince Georges	Prince Georges County	7243	1.04
Swan Creek Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7244	1.27
Swan Point Creek Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7245	1.16

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Temple Hill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7247	5.55
Timothy Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7411	1.66
Timothy Branch Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7248	3.96
Tinkers Creek Trail	Shared Use Path	Prince Georges	Prince Georges County	7412	8.64
Tinkers Creek Trail	Shared Use Path	Prince Georges	Prince Georges County	7430	0.03
Tom Walls Branch Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7250	3.66
Trolley Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7251	1.43
Tucker Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7252	1.14
University Boulevard (MD 193) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10046	2.45
University Boulevard (MD 193) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10047	2.09
University Boulevard (MD 193) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10048	2.14
Unknown	Shared Use Path	Prince Georges	Prince Georges County	7431	2.57
Unknown	Shared Use Path	Prince Georges	Prince Georges County	7432	1.19
Unknown	Shared Use Path	Prince Georges	Prince Georges County	7433	0.74
Unknown	Shared Use Path	Prince Georges	Prince Georges County	7435	0.41
Unknown	Shared Use Path	Prince Georges	Prince Georges County	7436	0.19
Unknown	Shared Use Path	Prince Georges	Prince Georges County	7437	0.11
Unknown	Other	Prince Georges	Prince Georges County	7438	0.00

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Unknown	Other	Prince Georges	Prince Georges County	7439	0.00
Upper Marlboro Connector	Shared Use Path	Prince Georges	Prince Georges County	7414	1.15
US-1 Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10049	5.28
US-1 Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10050	4.73
US-1 Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10051	1.79
US-1 Side Path	Shared Use Path	Prince Georges	Prince Georges County	10052	1.73
US-1 Side Path	Shared Use Path	Prince Georges	Prince Georges County	10053	3.65
Van Dusen Road	Shared Use Path	Prince Georges	Prince Georges County	7415	1.52
Veteran's Parkway (MD 410) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10054	2.23
Walker Mill Regional Park/Chesapeake Rail Trail	Shared Use Path	Prince Georges	Prince Georges County	7418	1.21
Walker Mill Regional Park/Chesapeake Rail Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7264	1.22
Walker Mill Road	Other	Prince Georges	Prince Georges County	7419	0.33
Walker Mill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7265	2.72
Walker Mill Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7266	2.31
Walker Mill Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7267	1.35
Waterfront St	Other	Prince Georges	Prince Georges County	7420	0.23
Watkins Connector	Shared Use Path	Prince Georges	Prince Georges County	7421	0.99
Watkins Reg. Park Connector	Shared Use Path	Prince Georges	Prince Georges County	7422	1.82

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Watkins Regional Park Trails	Shared Use Path	Prince Georges	Prince Georges County	7423	0.91
Wells Pkwy E #1	Other	Prince Georges	Prince Georges County	7424	0.31
Wesson Drive Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7269	1.01
Western Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7426	4.69
Western Branch Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7270	15.41
Westphalia Road (C-626) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10055	2.56
Wheeler Road (C-704) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7272	1.79
White House Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7273	0.95
White Marsh Park Trail	Shared Use Path	Prince Georges	Prince Georges County	7427	0.36
Whitfield Chapel Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7274	1.82
Woodmoore Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7275	2.62
Balls Ford	Shared Use Path	Prince William	Prince William Co. DPW	7809	2.82
Belmont Bay	Shared Use Path	Prince William	Prince William Co. DPW	7806	0.70
Benita Fitzgerald	Shared Use Path	Prince William	Prince William Co. DPW	7807	1.06
Blackburn	Shared Use Path	Prince William	Prince William Co. DPW	7641	1.28
Carver	Shared Use Path	Prince William	Prince William Co. DPW	7830	0.95
Catharpin	Shared Use Path	Prince William	Prince William Co. DPW	7841	0.71
Caton Hill	Shared Use Path	Prince William	Prince William Co. DPW	7810	0.88
Centreville	Shared Use Path	Prince William	Prince William Co. DPW	7637	2.10

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Clover Hill	Shared Use Path	Prince William	Prince William Co. DPW	7802	1.10
Csx Potomac River Corridor	Shared Use Path	Prince William	Prince William Co. DPW	7857	8.08
Cushing Road	Shared Use Path	Prince William	Prince William Co. DPW	7848	0.70
Dale	Shared Use Path	Prince William	Prince William Co. DPW	7811	6.05
Dale	Shared Use Path	Prince William	Prince William Co. DPW	7812	1.91
Devlin	Shared Use Path	Prince William	Prince William Co. DPW	7808	1.96
Dumfries	Shared Use Path	Prince William	Prince William Co. DPW	7639	2.16
Dumfries	Shared Use Path	Prince William	Prince William Co. DPW	7803	0.93
Dumfries Rd	Shared Use Path	Prince William	Prince William Co. DPW	7626	0.97
Farm Creek	Shared Use Path	Prince William	Prince William Co. DPW	7629	1.05
Featherstone	Shared Use Path	Prince William	Prince William Co. DPW	7630	0.97
Freedom Center	Shared Use Path	Prince William	Prince William Co. DPW	7813	0.69
Gideon	Shared Use Path	Prince William	Prince William Co. DPW	7814	0.81
Godwin Dr	Shared Use Path	Prince William	Prince William Co. DPW	7553	0.90
Godwin Trail	Shared Use Path	Prince William	Prince William Co. DPW	7624	2.06
Gordon	Shared Use Path	Prince William	Prince William Co. DPW	7632	2.06
Grant Ave	Shared Use Path	Prince William	Prince William Co. DPW	7627	0.62
Harbor Station	Shared Use Path	Prince William	Prince William Co. DPW	7825	1.31
Harbor Station	Shared Use Path	Prince William	Prince William Co. DPW	7839	0.37
Harbor Station	Shared Use Path	Prince William	Prince William Co. DPW	7840	0.16

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Hoadly	Shared Use Path	Prince William	Prince William Co. DPW	7815	2.23
Hoadly	Shared Use Path	Prince William	Prince William Co. DPW	7846	1.55
Horner	Shared Use Path	Prince William	Prince William Co. DPW	7816	1.27
James Madison	Shared Use Path	Prince William	Prince William Co. DPW	7631	6.58
Jefferson Davis	Shared Use Path	Prince William	Prince William Co. DPW	7634	11.68
John Marshall	Shared Use Path	Prince William	Prince William Co. DPW	7826	0.49
John Marshall	Shared Use Path	Prince William	Prince William Co. DPW	7843	1.73
John Marshall	Shared Use Path	Prince William	Prince William Co. DPW	7844	0.81
Lee	Shared Use Path	Prince William	Prince William Co. DPW	7633	5.86
Manassas Bat Byp	Shared Use Path	Prince William	Prince William Co. DPW	7835	2.08
Manassas Drive	Shared Use Path	Prince William	Prince William Co. DPW	7643	1.16
McGraws Corner	Shared Use Path	Prince William	Prince William Co. DPW	7832	1.32
Neabsco	Shared Use Path	Prince William	Prince William Co. DPW	7827	1.52
Neabsco Mills	Shared Use Path	Prince William	Prince William Co. DPW	7829	1.10
Nokesville	Shared Use Path	Prince William	Prince William Co. DPW	7640	6.40
Nokesville Road	Shared Use Path	Prince William	Prince William Co. DPW	7623	0.58
North South	Shared Use Path	Prince William	Prince William Co. DPW	7834	0.88
Occoquan Greenway Segment 1	Shared Use Path	Prince William	Prince William Co. DPW	7852	1.46
Old Bridge	Shared Use Path	Prince William	Prince William Co. DPW	7842	0.37

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Opitz	Shared Use Path	Prince William	Prince William Co. DPW	7836	1.57
Potomac Shore Powerline Cut	Shared Use Path	Prince William	Prince William Co. DPW	7856	2.30
Powell's Creek Boardwalk	Shared Use Path	Prince William	Prince William Co. DPW	7851	0.66
Prince William	Shared Use Path	Prince William	Prince William Co. DPW	7635	9.47
Prince William Park Connector To Van Buren Rd	Shared Use Path	Prince William	Prince William Co. DPW	7853	1.63
Purcell	Shared Use Path	Prince William	Prince William Co. DPW	7817	3.20
Red Mulberry Powerline Cut	Shared Use Path	Prince William	Prince William Co. DPW	7855	1.83
Reddy	Shared Use Path	Prince William	Prince William Co. DPW	7837	0.27
Rippon	Shared Use Path	Prince William	Prince William Co. DPW	7638	0.30
Rippon	Shared Use Path	Prince William	Prince William Co. DPW	7818	1.99
River Heritage	Shared Use Path	Prince William	Prince William Co. DPW	7850	0.62
Rollins Ford	Shared Use Path	Prince William	Prince William Co. DPW	7833	3.47
Route 29 Alternate	Shared Use Path	Prince William	Prince William Co. DPW	7636	5.17
Smoketown	Shared Use Path	Prince William	Prince William Co. DPW	7819	1.35
Station	Shared Use Path	Prince William	Prince William Co. DPW	7824	1.64
Sudley Manor	Shared Use Path	Prince William	Prince William Co. DPW	7828	1.78
Summit School	Shared Use Path	Prince William	Prince William Co. DPW	7820	0.62
Summit School	Shared Use Path	Prince William	Prince William Co. DPW	7838	0.33
Telegraph	Shared Use Path	Prince William	Prince William Co. DPW	7821	1.44

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Telegraph	Shared Use Path	Prince William	Prince William Co. DPW	7849	0.14
Thoroughfare	Shared Use Path	Prince William	Prince William Co. DPW	7831	1.35
Town Of Dumfries Connector	Shared Use Path	Prince William	Prince William Co. DPW	7854	0.55
Tri-County	Shared Use Path	Prince William	Prince William Co. DPW	7628	2.14
University	Shared Use Path	Prince William	Prince William Co. DPW	7845	2.33
University	Shared Use Path	Prince William	Prince William Co. DPW	7847	1.09
Van Buren North	Shared Use Path	Prince William	Prince William Co. DPW	7822	2.56
Waterway	Shared Use Path	Prince William	Prince William Co. DPW	7823	3.46
Wellington	Shared Use Path	Prince William	Prince William Co. DPW	7642	6.75
Welllington Road	Shared Use Path	Prince William	Prince William Co. DPW	7625	0.45
Van Buren Street from W&OD to Monroe Street Bridge	Sidewalk	Fairfax	Town of Herndon	7888	1.06
Creek Crossing Pedestrian Enhancements	Standard Bicycle Lane	Fairfax	Town of Vienna	7863	0.57
Creek Crossing Pedestrian Enhancements	Streetscape/Pedestrian Improvements	Fairfax	Town of Vienna	7869	0.57
Old Courthouse Road Trail	Shared Use Path	Fairfax	Town of Vienna	7905	0.37
Boundary Channel Connection	Pedestrian Intersection Improvement	Arlington	VDOT	8487	0.43
Braddock Road Multimodal Corridor Improvements	Pedestrian Intersection Improvement	Fairfax	VDOT	7972	3.03
Frontier Drive from Franconia-	Bike Route Marking	Fairfax	VDOT	7922	0.56

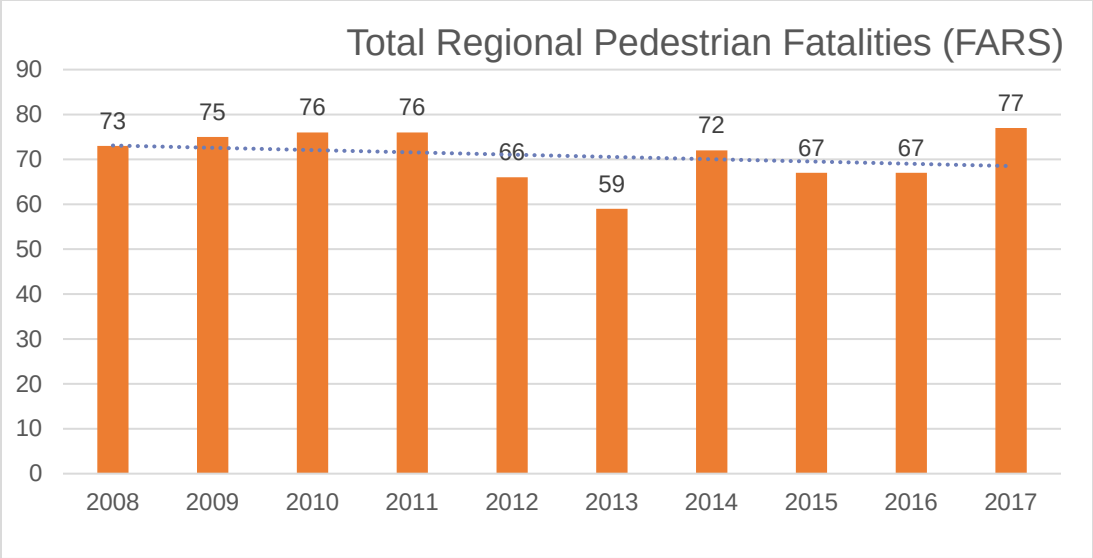
PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ ID	Miles
Springfield Parkway to Loisdale Road					
Herndon Parkway from W&OD Trail to Fairbrook Drive	Shared Use Path	Fairfax	VDOT	7944	0.45
I-495 Express Lanes Ped/Bike at Idylwood Road (North)	Shared Use Path	Fairfax	VDOT	7874	0.26
I-495 Express Lanes Ped/Bike at Idylwood Road (South)	Other	Fairfax	VDOT	7902	0.18
I-495 Tysons Ped/Bike Bridge South of Route 123	Sidewalk	Fairfax	VDOT	7952	0.84
Monument Drive Bridge - Pedestrian Improvements	Sidewalk	Fairfax	VDOT	7909	0.24
Poplar Tree Road - Bridge Widening	Pedestrian/Bicycle Bridge or Tunnel	Fairfax	VDOT	7926	0.83
Rolling Road Widening Phase II - Viola Street to Old Keene Mill Road	Other	Fairfax	VDOT	7879	1.75
Rosslyn Esplanade/Circle Improvements	Pedestrian Intersection Improvement	Arlington	VDOT	8488	0.16
Route 29 Pedestrian Improvements from Nutley Street to Vaden Drive	Shared Use Path	Fairfax	VDOT	7936	0.36
Route 7 Sidepath	Shared Use Path	Fairfax	VDOT	7397	11.52
W&OD Trail Crossing at Lee Highway	Pedestrian/Bicycle Bridge or Tunnel	Arlington	VDOT	8483	0.07
Wakefield Chapel Road Walkway	Sidewalk	Fairfax	VDOT	7925	0.14

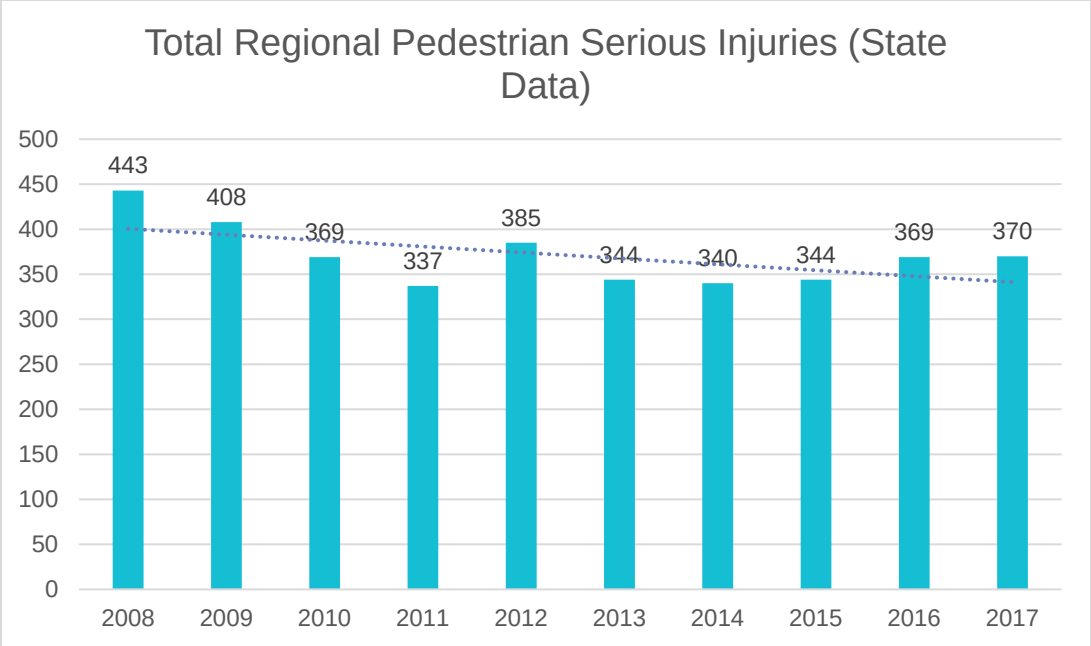
APPENDIX B: "DEEP DIVE" INTO PEDESTRIAN CRASHES IN THE WASHINGTON REGION

TPB carried out a study of traffic safety in the Washington region in 2019. The results relating to pedestrian crashes are summarized below.

The region had a stable number of pedestrian fatalities and serious injuries through 2017, but the 2018-2020 fatality numbers are worse. Historically the combined pedestrian and bicyclist fatalities were roughly one quarter of the total traffic fatalities, but now they are at 30%.

Figure 8: Regional Pedestrian Fatalities and Injuries




Total Regional Pedestrian Serious Injuries (State Data)
500
450
400
350
300
250
200
150
100
50
0
443
408
369
337
385
344
340
344
369
370
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017

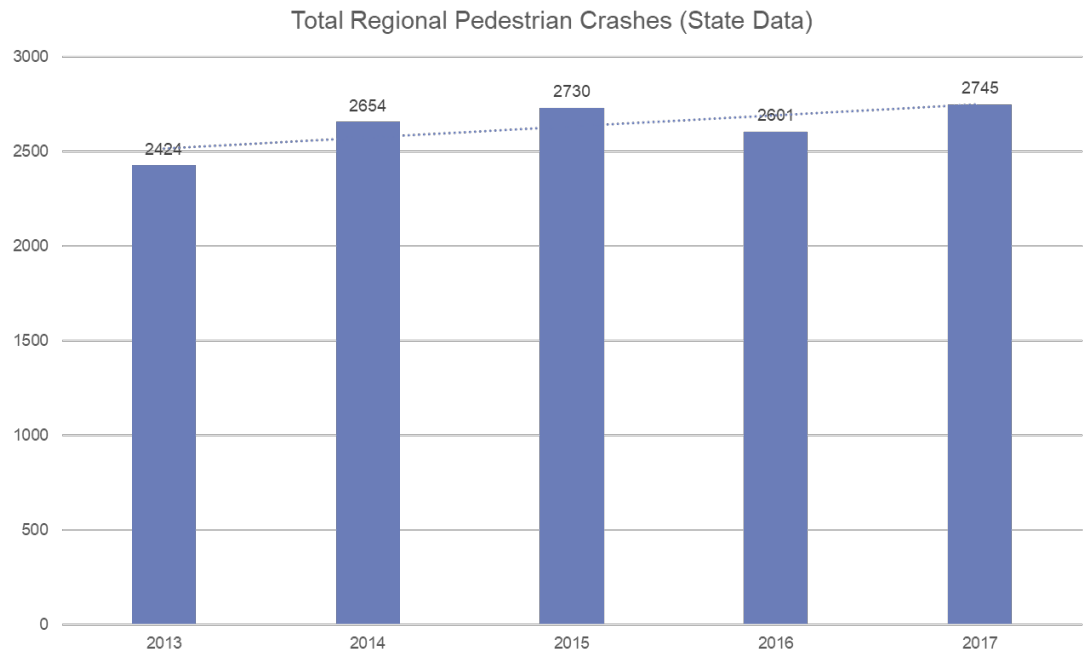

Total Regional Pedestrian Crashes (State Data)
3000
2500
2000
1500
1000
500
0
2424
2654
2730
2601
2745
2013
2014
2015
2016
2017

Table 11: Pedestrian Crash Severity

Pedestrian Crash Severity by Jurisdiction, 2013-2017			
Jurisdiction	Fatalities	Serious Injuries	Total Crashes
District of Columbia	50	399	5431
Charles County, MD	16	49	208
Frederick County, MD	7	36	284
Montgomery County, MD	56	318	2297
Prince George's County, MD	108	269	2156
Arlington County, VA	6	74	693
Fairfax County, VA	55	331	1024
Fauquier County, VA (urbanized area)	1	7	24
Loudoun County, VA	14	57	235
Prince William County, VA	20	96	299
Alexandria. VA	7	58	338
Fairfax City, VA	1	21	54
Falls Church, VA	0	13	30
Manassas, VA	1	39	74
Manassas Park, VA	0	0	7
District of Columbia	50	399	5431
Suburban Maryland	187	672	4945
Northern Virginia	105	696	2778
National Capital Region Total	**342**	**1767**	**13154**

The District of Columbia had the largest number of serious injuries and pedestrian crashes, while Prince George's the largest number of fatalities. Pedestrian activity is far more intense in DC than in Prince George's, but vehicle speeds are much higher in Prince George's.

Table 12: Pedestrian Injury Severity by Time of Day

Pedestrian Injury Severity by Time of Day			
Time of Day	National Capital Region		
	Fatalities	Serious Injuries	Total Crashes
Midnight - 0:59 a.m.	11	37	206
1:00 a.m. - 1:59 a.m.	13	35	161
2:00 a.m. - 2:59 a.m.	13	35	163
3:00 a.m. - 3:59 a.m.	7	31	131
4:00 a.m. - 4:59 a.m.	10	4	67
5:00 a.m. - 5:59 a.m.	15	29	187
6:00 a.m. - 6:59 a.m.	24	65	390
7:00 a.m. - 7:59 a.m.	12	85	623
8:00 a.m. - 8:59 a.m.	3	88	673
9:00 a.m. - 9:59 a.m.	7	57	543
10:00 a.m. - 10:59 a.m.	11	59	498
11:00 a.m. - 11:59 a.m.	8	64	547
12:00 p.m. - 12:59 p.m.	6	64	531
1:00 p.m. - 1:59 p.m.	5	68	588
2:00 p.m. - 2:59 p.m.	9	84	726
3:00 p.m. - 3:59 p.m.	11	107	872
4:00 p.m. - 4:59 p.m.	12	104	862
5:00 p.m. - 5:59 p.m.	12	151	1103
6:00 p.m. - 6:59 p.m.	25	166	1151
7:00 p.m. - 7:59 p.m.	26	137	911
8:00 p.m. - 8:59 p.m.	34	103	757
9:00 p.m. - 9:59 p.m.	33	99	632
10:00 p.m. - 10:59 p.m.	28	92	518
11:00 p.m. - 11:59 p.m.	18	65	311

Pedestrian injuries peaked during the evening rush hour, while deaths peak later, after 8 p.m.

Table 13: Pedestrian Injury Severity by Day of the Week

Pedestrian Injury Severity by Day of the Week			
Day of Week	National Capital Region		
	Fatalities	Serious Injuries	Total Crashes
Sunday	39	215	1272

Monday	41	277	1838
Tuesday	50	280	2076
Wednesday	51	278	2091
Thursday	66	249	2006
Friday	48	296	2183
Saturday	58	235	1688

October-December are the peak months for pedestrian fatalities, serious injuries, and crashes. October is pedestrian safety month.

Table 14: Pedestrian Injury Severity by Month

Pedestrian Injury Severity by Month			
Month	**National Capital Region**		
	Fatalities	**Serious Injuries**	**Total Crashes**
January	28	151	1162
February	28	136	929
March	27	145	984
April	23	149	1027
May	31	155	1101
June	23	150	1087
July	22	109	892
August	29	160	967
September	24	156	1117
October	40	180	1389
November	38	163	1242
December	40	176	1257

“Not at an intersection” is the most dangerous place to cross the street.

Table 15: Injury Severity by Pedestrian Location

Injury Severity by Pedestrian Location			
Pedestrian Location	**National Capital Region**		
	Fatalities	**Serious Injuries**	**Total Crashes**
Unknown	65	414	4270
Unmarked Crosswalk	6	54	386
Marked Crosswalk	61	536	3927
Sidewalk	7	33	252
In Roadway/Unmarked Midblock/Not at Intersection	197	675	3770
Median/Island	2	4	28
Outside Roadway	15	114	521

Figure 9: Pedestrian Non-Intersection Fatalities

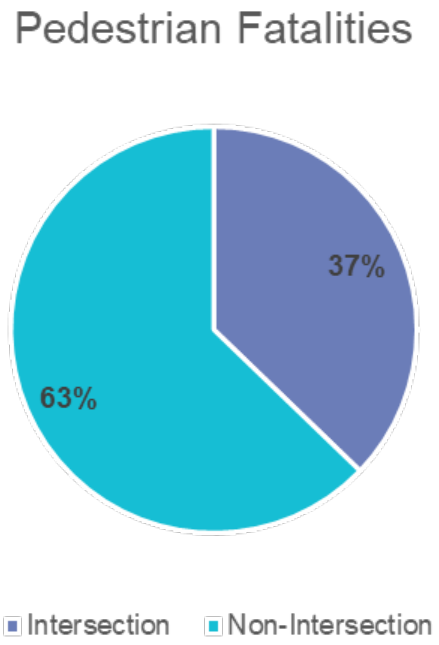


Table 16: Injury Severity by Pedestrian Age

Injury Severity by Pedestrian Age			
Pedestrian Age	TPB Region		
	Fatalities	Serious Injuries	Total Pedestrians in Crashes
Younger than 5	9	27	351
5-9	2	52	488
10-14	2	70	665
15-19	15	148	1088
20-24	28	205	1495
25-29	22	204	1584
30-34	30	145	1344
35-39	29	119	1057
40-44	20	94	828
45-49	24	132	905
50-54	33	129	928
55-59	33	114	843
60-64	35	104	766
65-69	13	80	490
70-74	20	48	314
75-79	16	39	216
80-84	10	14	119
Older than 84	10	25	147

Older pedestrians are much more likely to be killed if they are hit. It should be noted that the Washington region has a relatively young population, and these numbers are not adjusted for exposure. People over the age of 65 may be aware of their vulnerability and exercise greater caution in crossing, or avoid making dangerous crossings.

People aged 15-34 are heavily represented among pedestrian crashes, but are less likely to die when hit.

Table 17: Pedestrian Injury Severity by Lighting Condition

Pedestrian Injury Severity by Light Condition			
Light Condition	**National Capital Region**		
	Fatalities	**Serious Injuries**	**Total Crashes**
Dawn	7	41	245
Daylight	90	922	7443
Dusk	4	41	333
Dark (Lighted)	157	603	4033
Dark (Not Lighted)	86	188	716
Dark (Unknown Lighting)	4	22	128
Unknown	4	13	256

Far more crashes happen during daylight than at night, but the night-time crashes are much more likely to be fatal.

Table 18: Pedestrian Injury Severity by Functional Class

Pedestrian Injury Severity by Functional Class			
Functional Class	TPB Region		
	Fatalities	Serious Injuries	Total Crashes
Collector	38	288	2220
Expressway	10	40	250
Freeways	26	111	500
Major Arterial	146	674	4875
Minor Arterial	109	641	4650
Ramp	5	18	94

Major arterials are the most dangerous for pedestrians. They have the most crashes, and a higher likelihood of a fatal collision than a minor arterial.

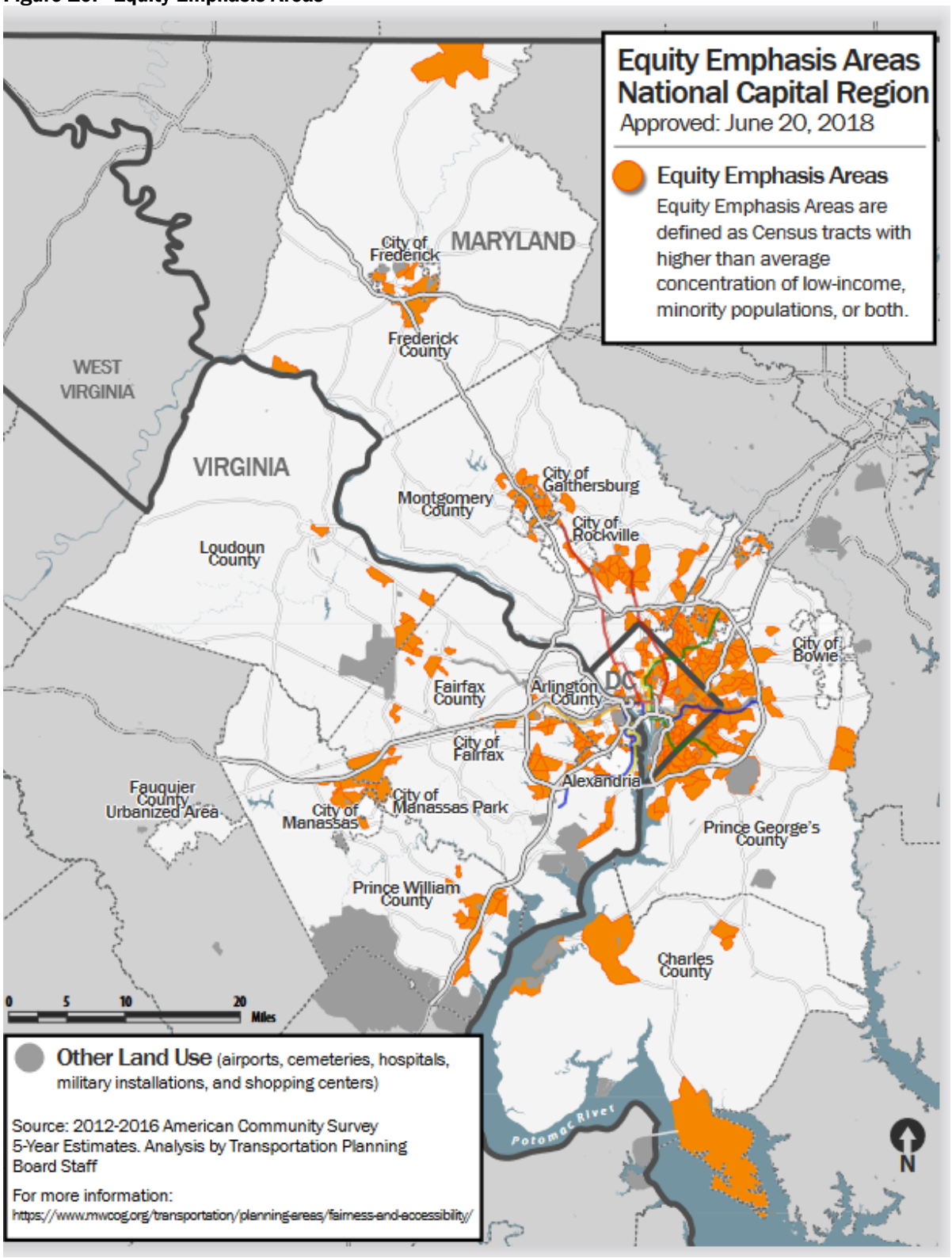
Safety in Equity Emphasis Areas

TPB defines equity emphasis areas as those containing high concentrations of low income and/or minority populations. These areas were approved by the Board in 2017, updated in June 2018 to reflect current census data.

The Equity Emphasis Areas contain 29 percent of the region's population yet they account for 34 percent of the region's fatalities. They have higher percentages of fatalities involving young drivers, pedestrians, crashes at intersections, and crashes on major arterials.

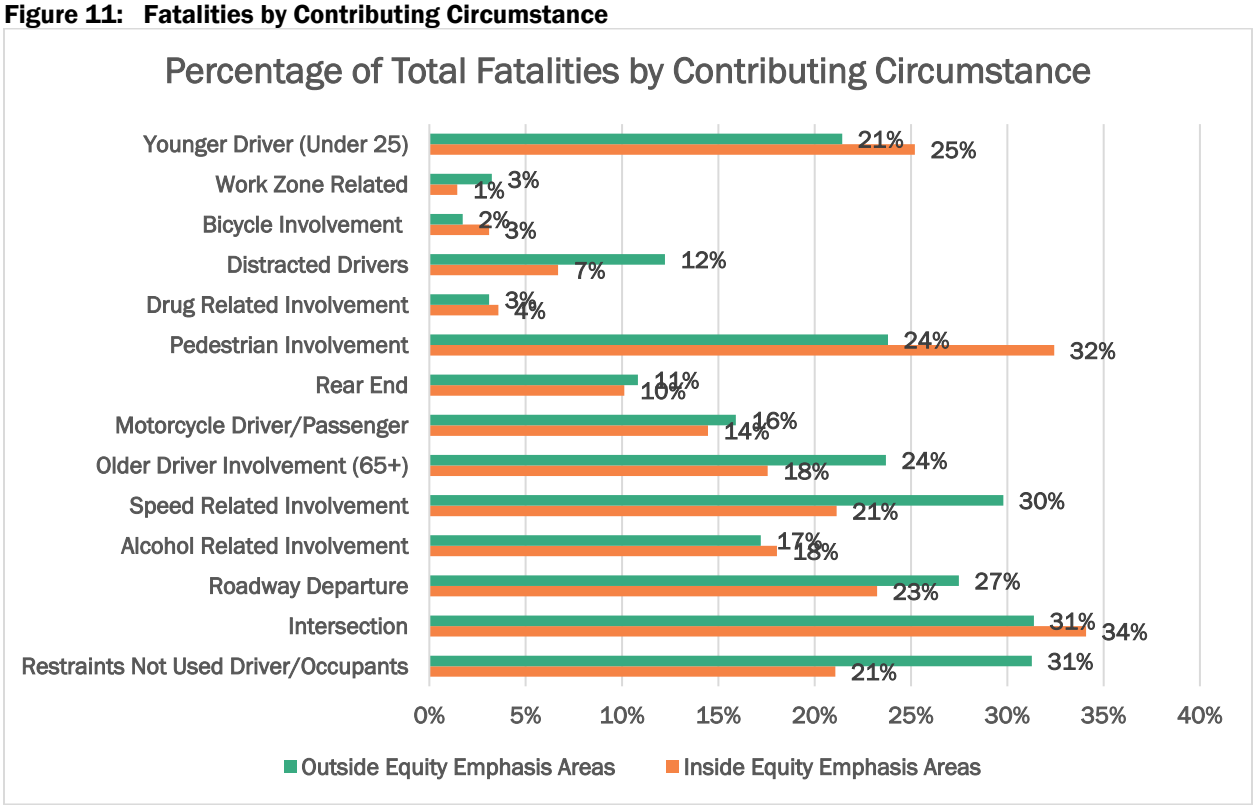
Not all categories of crash are more common in equity emphasis areas. Unbelted crashes, speeding-related crashes, and roadway departure crashes are more likely outside an equity emphasis area.

Figure 10: Equity Emphasis Areas



Equity emphasis areas have higher rates of pedestrian and bicycle crashes than areas outside of equity emphasis areas.

Figure 11: Fatalities by Contributing Circumstance



APPENDIX C: MODE OF ACCESS TO METRORAIL

Major Modes of Access, by Walk Mode of Access, All-Day
2016 WMATA Rail Passenger Survey

Station	Dropped off	Drove alone	Metrobus	Other bus	Bike	Shuttle	Taxi/Ride Share	Walk
CAPITOL SOUTH	0%	2%	2%	1%	0%	0%	1%	93%
FEDERAL CENTER SW	1%	3%	2%	0%	0%	0%	0%	93%
MT VERNON SQUARE 7TH ST-CONVENTION CENTER	1%	3%	2%	0%	0%	0%	0%	91%
COURT HOUSE	2%	3%	2%	1%	0%	0%	0%	90%
NAVY YARD-BALLPARK	1%	2%	4%	1%	0%	1%	0%	90%
JUDICIARY SQUARE	2%	5%	1%	0%	0%	0%	0%	90%
WATERFRONT	1%	3%	4%	0%	0%	0%	0%	89%
FEDERAL TRIANGLE	1%	5%	2%	1%	0%	0%	0%	88%
U STREET/AFRICAN-AMERICAN CIVIL WAR MEMORIAL/CARDOZO	1%	1%	8%	0%	0%	0%	0%	88%
FARRAGUT NORTH	1%	3%	4%	1%	0%	1%	0%	88%
VIRGINIA SQUARE-GMU	4%	5%	1%	0%	1%	0%	0%	88%
CLEVELAND PARK	3%	4%	4%	0%	0%	0%	0%	87%
NOMA-GALLAUDET U	1%	2%	4%	1%	1%	1%	0%	87%
WOODLEY PARK-ZOO	1%	3%	5%	2%	1%	0%	0%	86%
METRO CENTER	1%	4%	3%	2%	0%	0%	0%	86%
ARCHIVES-NAVY MEMORIAL-PENN QUARTER	1%	6%	5%	1%	0%	0%	0%	86%
MCPHERSON SQUARE	1%	4%	7%	0%	0%	1%	0%	86%
FOGGY BOTTOM-GWU	1%	3%	6%	1%	0%	1%	0%	85%
GALLERY PLACE-CHINATOWN	2%	3%	6%	1%	0%	0%	0%	85%
FARRAGUT WEST	1%	4%	7%	1%	0%	1%	0%	85%
SMITHSONIAN	2%	5%	2%	2%	0%	1%	0%	85%
ARLINGTON CEMETERY	0%	1%	3%	1%	1%	5%	0%	84%
EASTERN MARKET	1%	2%	8%	1%	1%	0%	0%	84%

Station	Dropped off	Drove alone	Metrobus	Other bus	Bike	Shuttle	Taxi/Ride Share	Walk
CLARENDON	3%	4%	3%	3%	1%	0%	1%	83%
DUPONT CIRCLE	1%	2%	9%	1%	0%	2%	0%	82%
SHAW-HOWARD UNIVERSITY	2%	3%	11%	0%	1%	0%	0%	81%
VAN NESS-UDC	3%	4%	10%	1%	1%	0%	0%	80%
COLUMBIA HEIGHTS	1%	1%	13%	1%	0%	6%	0%	76%
CRYSTAL CITY	3%	3%	7%	2%	0%	4%	0%	75%
STADIUM-ARMORY	3%	5%	15%	0%	0%	0%	1%	74%
L'ENFANT PLAZA	2%	5%	4%	4%	0%	4%	0%	74%
BALLSTON-MU	4%	6%	11%	2%	1%	3%	0%	72%
EISENHOWER AVENUE	12%	9%	2%	1%	1%	4%	0%	71%
ROSSLYN	5%	3%	7%	6%	0%	6%	0%	71%
GREENSBORO	14%	11%	2%	0%	1%	1%	0%	70%
MEDICAL CENTER	3%	3%	7%	6%	1%	7%	0%	70%
GEORGIA AVE-PETWORTH	3%	3%	22%	1%	0%	0%	1%	69%
FRIENDSHIP HEIGHTS	5%	6%	14%	2%	1%	1%	0%	68%
POTOMAC AVENUE	1%	4%	22%	3%	0%	0%	0%	68%
BETHESDA	5%	9%	5%	8%	1%	2%	0%	67%
KING STREET-OLD TOWN	5%	2%	7%	12%	2%	4%	1%	65%
BRADDOCK ROAD	8%	3%	12%	7%	3%	4%	0%	62%
Total	4.2%	11.1%	10.9%	3.7%	0.6%	2.4%	0.4%	62.0%
SPRING HILL	12%	4%	5%	10%	1%	4%	0%	62%
WHITE FLINT	7%	14%	6%	6%	2%	2%	1%	61%
PENTAGON CITY	4%	7%	10%	1%	0%	12%	1%	61%
TYSONS CORNER	8%	5%	11%	12%	0%	3%	1%	58%
SILVER SPRING	4%	6%	18%	7%	1%	1%	0%	58%
BROOKLAND-CUA	6%	5%	18%	1%	0%	10%	1%	58%
UNION STATION	1%	3%	4%	1%	0%	1%	0%	58%
TENLEYTOWN-AU	5%	8%	12%	3%	1%	13%	0%	56%
TAKOMA	9%	8%	10%	14%	2%	0%	0%	55%
BENNING ROAD	7%	5%	31%	1%	0%	1%	1%	53%
TWINBROOK	5%	27%	7%	5%	1%	1%	0%	51%
MCLEAN	13%	14%	7%	3%	2%	7%	1%	50%
MINNESOTA AVENUE	3%	8%	42%	0%	0%	0%	0%	46%

Station	Dropped off	Drove alone	Metrobus	Other bus	Bike	Shuttle	Taxi/Ride Share	Walk
FOREST GLEN	13%	27%	2%	3%	1%	0%	0%	46%
WHEATON	10%	23%	16%	3%	0%	0%	0%	45%
PRINCE GEORGE'S PLAZA	5%	18%	22%	1%	2%	6%	0%	43%
WEST HYATTSVILLE	10%	16%	22%	2%	4%	0%	1%	42%
CONGRESS HEIGHTS	6%	13%	37%	0%	0%	0%	0%	41%
DUNN LORING-MERRIFIELD	9%	30%	6%	2%	2%	8%	1%	40%
DEANWOOD	7%	20%	25%	0%	0%	1%	0%	39%
RONALD REAGAN WASHINGTON NATIONAL AIRPORT	2%	3%	6%	2%	0%	5%	1%	37%
ROCKVILLE	12%	17%	7%	14%	1%	2%	0%	37%
PENTAGON	2%	4%	42%	8%	0%	2%	1%	37%
RHODE ISLAND AVENUE-BRENTWOOD	5%	7%	45%	1%	0%	1%	1%	37%
GROSVENOR-STRATHMORE	8%	41%	3%	7%	2%	0%	0%	33%
EAST FALLS CHURCH	15%	21%	17%	3%	3%	4%	1%	31%
MORGAN BLVD	16%	34%	4%	8%	1%	1%	2%	30%
FORT TOTTEN	8%	9%	46%	1%	1%	1%	1%	29%
CAPITOL HEIGHTS	12%	26%	23%	5%	1%	0%	1%	27%
SUITLAND	5%	31%	31%	3%	0%	0%	1%	26%
HUNTINGTON	7%	39%	8%	10%	1%	7%	0%	24%
NAYLOR ROAD	12%	19%	40%	5%	0%	1%	0%	21%
COLLEGE PARK - U OF MD	10%	27%	10%	7%	4%	15%	1%	20%
WEST FALLS CHURCH-VT/UVA	10%	37%	12%	8%	2%	5%	0%	20%
ANACOSTIA	2%	8%	65%	2%	1%	1%	0%	19%
CHEVERLY	16%	37%	19%	2%	0%	0%	0%	19%
VIENNA/FAIRFAX-GMU	10%	42%	6%	15%	1%	5%	0%	16%
ADDISON ROAD	11%	33%	34%	4%	0%	2%	1%	13%
VAN DORN STREET	9%	15%	9%	18%	1%	31%	2%	12%
WIEHLE-RESTON EAST	12%	34%	8%	26%	2%	5%	1%	11%
GLENMONT	13%	45%	12%	7%	1%	0%	1%	11%
LARGO TOWN CENTER	15%	51%	12%	3%	0%	1%	1%	10%

Station	Dropped off	Drove alone	Metrobus	Other bus	Bike	Shuttle	Taxi/Ride Share	Walk
BRANCH AVENUE	14%	54%	12%	2%	0%	0%	1%	9%
SOUTHERN AVENUE	7%	31%	44%	2%	0%	1%	1%	9%
LANDOVER	6%	48%	23%	6%	0%	2%	2%	7%
SHADY GROVE	9%	42%	9%	20%	1%	7%	0%	7%
GREENBELT	11%	48%	20%	3%	2%	4%	1%	7%
FRANCONIA-SPRINGFIELD	10%	55%	6%	10%	2%	4%	1%	6%
NEW CARROLLTON	11%	52%	19%	1%	0%	1%	1%	6%

APPENDIX D: GLOSSARY OF TERMS

BICYCLE LANE (BIKE LANE) A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists. Consists of a 4'-6' lane in each direction, with bicycle traffic moving in the same direction as motorized traffic.

BICYCLE PATH (BIKE PATH) A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or within an independent right of way.

BICYCLE PARKING An area dedicated and designed specifically for storing and locking a bicycle. Includes bicycle racks and bicycle lockers.

BICYCLE ROUTE (BIKE ROUTE) A segment of a system of bikeways designated by the jurisdiction with appropriate directional and informational markers, with or without specific bicycle route numbers.

BIKE CORRAL A bike corral transforms a standard parking lane or curbside zone into bike parking, typically by placing bike racks in the space, and using with flexiwands and curb stops to discourage conflicts with automobiles. Often used in areas with narrow and/or busy sidewalks.

BIKE SHARING Short-term bicycle rental available at a network of unattended locations.

BIKE STATION A staffed, enclosed bicycle parking facility, usually located at a transit center, which may offer such services as bicycle repair, rental, lockers, and showers.

BIKEWAY Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

BUFFERED BIKE LANE Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.

COMPLETE STREETS Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street

CYCLE TRACK (Protected Bike Lane) A bicycle-only facility that provides physical separation within the right of way from vehicle travel lanes.

CLASS I, II or III BIKEWAY Terms sometimes used to describe different types of bicycle facilities. Class I is a shared-use path, Class II a bicycle lane, and Class III a shared roadway. However, Since there is some disagreement on the exact meaning of these terms, the AASHTO terms (listed above) should be used.

GREENWAY A linear park or recreation facility of limited width, located along the length of an existing or former public utility or railroad right-of-way, or along a stream bed.

HIKER-BIKER TRAIL A paved path designed for use by both pedestrians and bicyclists, which is completely separated from vehicular traffic.

METROPOLITAN STATISTICAL AREA A core area containing a substantial population nucleus, together with adjacent communities having a high degree of social and economic integration with that core. Metropolitan statistical areas comprise one or more entire counties. They are used by the United States Census for the purpose of tabulating, enumerating, and publishing data.

RAILS-TO-TRAILS CONSERVANCY A national membership organization that works to facilitate the acquisition of abandoned railroad lines for use in creating bicycle and pedestrian trails and linear parks.

RAIL-TRAIL A Shared-Use Path, either paved or unpaved, built within the right-of-way of an existing or former railroad.

REGIONAL ACTIVITY CENTER A set of locations within the National Capital Region Transportation Planning Board planning area identified by the Council of Government's Planning Director's Technical Advisory Committee as employment centers of regional significance. Five types of Regional Activity Center have been designated, with different employment and residential density criteria for each.

REGIONAL ACTIVITY CLUSTER An employment center adjacent to a Regional Activity Center, with a lower density than a Regional Activity Center

ROAD DIET A road diet is a technique whereby a road is reduced in number of travel lanes and/or effective width in order to achieve systemic improvements. An example of a road diet would be the conversion of two travel lanes in each direction to a 3-lane section with one travel lane in each direction, optional bicycle lanes, and a two-way turn lane in the middle.

SHARED ROADWAY A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.

SHARED-USE PATH A bikeway, at least 8' in width, physically separated from motorized vehicular traffic by an open space or barrier and either within the highway

right-of-way or within an independent right-of-way. Shared-Use Paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Also called a multi-use path.

SHARROW A shared-lane marking or sharrow is a street marking used to indicate the recommended position and direction of travel for the bicyclist.

SIDE-PATH A shared-used path built within the right-of-way of a non limited-access highway.

SIDEWALK The portion of a street or highway right-of-way, at least 4' in width, designed for preferential or exclusive use by pedestrians.

SIGNED SHARED ROADWAY A shared roadway that has been designated as a referred route for bicycle use using warning, directional, and informational signage.

TRAFFIC CALMING Traffic calming is a way to design streets, using physical measures, to encourage people to drive more slowly.

TRAVELED WAY The portion of a roadway for the movement of vehicles, exclusive of shoulders.

UNIFORM VEHICLE CODE The standards for traffic regulations recommended for adoption by state and local jurisdictions, as prepared by the National Committee on Uniform Traffic Laws and Ordinances.

APPENDIX E: GLOSSARY OF ACRONYMS

AASHTO	American Association of Highway Transportation Officials
ADA	Americans with Disabilities Act
AFA	Access for All Advisory Committee
CLRP	Financially Constrained Long-Range Transportation Plan
CMAQ	Congestion Mitigation and Air Quality Improvement Program
COG	Metropolitan Washington Council of Governments
DDOT	District of Columbia Department of Transportation
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IIJA	Infrastructure Investment and Jobs Act
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDOT	Maryland Department of Transportation
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MTA	Maryland Transit Administration
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
NCPC	National Capital Planning Commission
NVTC	Northern Virginia Transportation Commission
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users
MDSHA	Maryland State Highway Administration
SOV	Single-Occupant Vehicle
SRTS	Safe Routes to School
TCSP	Transportation and Community and System Preservation Pilot Program
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TPB	National Capital Region Transportation Planning Board
US DOT	U.S. Department of Transportation
VDOT	Virginia Department of Transportation
VMT	Vehicle-Miles Traveled
WABA	Washington Area Bicyclist Association
WMATA	Washington Metropolitan Area Transit Authority

APPENDIX F: LINKS AND RESOURCES

Alexandria Rideshare
www.alexride.org

BikeArlington
www.bikearlington.com

Arlington bicycle information.

BikeWashington
www.bikewashington.org

Bike trails and routes in the Washington region, clubs, and organized rides.

Capital Bikeshare
www.capitalbikeshare.com/

Regional self-service bicycle rental.

Capital Trails Coalition
https://www.capitaltrailscoalition.org/

Advocacy coalition for a regional trail network. Staffed by the Washington Area Bicyclist Association.

Coalition for Smarter Growth
www.smartergrowth.net

An advocacy group for transit-oriented development in the Washington region.

Fairfax Advocates for Better Bicycling
http://www.fabb-bikes.org/

Advocacy Group for bicycling in Fairfax County, VA. ‘

League of American Bicyclists
www.bikeleague.org

LAB is a national cycling advocacy group founded in 1880.

National Center for Bicycling and Walking
www.bikewalk.org

A national advocacy group for walking and bicycling.

Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, D.C. 20002
(202) 962-3200
www.mwcog.org
www.commuterconnections.org

Metropolitan planning organization. Offers ride matching and Guaranteed Ride Home services through its Commuter Connections program, publishes a Bike to Work Guide.

National Association of City Transportation Officials
www.nacto.org/

An association of big city transportation officials oriented towards "smart growth" principles.

National Complete Streets Coalition
www.completestreets.org/

Advocacy group for "complete streets", or provision of pedestrian and bicycle facilities as part of all transportation projects.

Pedestrian and Bicycle Information Center
www.bicyclinginfo.org
www.walkinginfo.org

National clearinghouse for information on walking and bicycling.

Rails to Trails Conservancy
https://www.railstotrails.org/

A national advocacy organization for trails.

Ride the City
www.ridethecity.com/dc

A bicycle route finding web site.

Safe Routes to School
www.saferoutesinfo.org

The Safe Routes to School programs enables community leaders, schools, and parents across the United States to improve safety and encourage more children, including children with disabilities, to safely walk and bicycle to school.

United States Access Board
www.access-board.gov

A federal agency dedicated to design that is accessible to persons with disabilities.

Virginia Bicycling Federation
www.vabike.org

Advocacy group for Virginia bicycling.

WalkArlington
www.walkarlington.com

Arlington walking information.

Washington Area Bicyclist Association
www.waba.org