**MEETING NOTES**

**BICYCLE AND PEDESTRIAN SUBCOMMITTEE**

**DATE**: Tuesday, May 23, 2023

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

**PLACE**: VIRTUAL

**CHAIR**: Stephanie Piperno, DDOT

**Attendance:**

Bryce Barrett Prince William County DOT Bike/Ped Coordinator

Emma Blondin DDOT

George Clark Tri-County Council for Southern Maryland

Henry Dunbar BikeArlington

David Edmondson City of Frederick

Mike Doyle Alexandria Families for Safer Streets

Nate Evans MDOT

Eli Glazier Montgomery Planning

Alex Freedman City of Takoma Park

Laura Ghosh Loudoun County

Yolanda Hipski Tri County Council for Southern Maryland

Michael Jackson Prince George’s County Planning

Dwight Jenkins VA DMV, Ped/Bike Coordinator

Tiffany Jennings Prince George's County DPW&T

Jill Kanoff NVRC

Joe Kelley Frederick County

Kalli Krumpos Capital Trails Coalition

Dustin Kuzan Loudoun County

Brian Leckie City of Manassas

Mackenzie Love NVRC

Sean Martin City of Alexandria

Charlene Mingus BMC

Heidi Mitter VDOT

Doug Mowbray MHSO, Data Manager

Allen Muchnick Active Prince William

Kevin O’Brien Washington Area Bicyclist Association

Kelly Peterson Toole Design

George Phillips Prince William County

Chloe Ritter City of Fairfax

Jon Tygret WMATA

Cynthia Spriggs MDOT/MVA/MHSO, Pedestrian/Bicycle/Speed Program Manager

Kimberly Vacca DDOT

Nicole Wynands Fairfax County

**COG Staff Attendance:**

Michael Farrell

Tim Canan

Pierre Guanaurd

Charlene Howard

Andrew Meese

Janie Nham

Nick Ramfos

John Swanson

1. **General Introductions.**
2. **Review of the March meeting notes**

The March meeting notes were approved.

1. **Jurisdictional Updates**

Prince William County had a good Bike to Work Day. The interchange and road projects underway include bike and ped facilities. Example: Prince William Parkway and Clover Hill Interchange.

VDOT had a ribbon cutting last week for segments of the I-66 trail. 4/8 eco-counters have been installed. The NOVA trail study group had their first meeting. The statewide trails office has a survey out, which is available in the chat.

NVTA is hosting a series of virtual lunch and learns about new technologies, including bicycle and pedestrian data. Heidi Mitter presented. A recording link is available in the chat.

Loudoun County had two bike to work day kiosks along the W&OD trail. The county is preparing a sidewalk and trail equity analysis, and a prioritization study for pedestrian facilities around schools, and has completed numerous facility designs.

Maryland Highway Safety Office had a good safety summit, and rolled out a new crash data dashboard, which is also available in the chat. Ocean City has rolled out its Cheswick the Crab safety campaign. The PBEAT committee meets on June 8.

Prince George’s County hosted ten bike to work day pit stops, including a demo on loading and unloading bikes onto bus racks, and free rides on the new Capital Bikeshare e-bikes. 109 people registered for the Largo pit stop, where County leaders spoke. The Street Smart testimonial wall was hosted at Prince George’s County Community College in April. The event featured speakers who had been stuck or lost a loved one.

Mr. Jackson of the Office of Planning staffed the National Harbor bike to work day pit stop, which also featured speakers and numerous attendees.

WMATA had a bike to work event at East Falls Church. WMATA just opened a new station with bike racks at Potomac Yards.

Mr. Swanson announced application periods for the Transit within Reach program for station area pedestrian and bicycle access. The application period opens at the end of this week. Abstracts are due June 23, and the applications August 4.

The Virginia Transportation Alternatives pre-application period opened last week, and the pre-applications are due June 30.

Ms. Mitter added that if anyone is new to the process, participation in the pre-app process is highly recommended. Training materials are available. A link will be dropped in the chat.

The regional roadway surface program had their projects approved in May.

1. **National Capital Trail Network Update**

Mr. Farrell discussed the update process for the National Capital Trail Network. The major purpose of this update is to determine what has been completed since June of 2020, though some jurisdictions have offered some minor technical corrections and re-routings. Another issue with this project is inconsistency between the National Capital Trail Network and the project information in Project Infotrak, which will need to be reconciled.

Ms. Howard presented a draft map. Every project in the National Capital Trail Network must be in PIT database with a project ID. The good news is that most of it is. The bad news is that there is a lot of inconsistent project information, from/to’s etc. Typically when projects are finished no one goes back into our database to update the status. We’ve collected the agency updates into a spreadsheet, from which Charlene is working. Not all the agency updates have been processed yet. There is no good way currently for you to correct the lines in the maps. The existing GUI is clunky, but the good news is that we will be getting a better GUI in the near future. Mike may need to reach out to the jurisdictions again for further information on many of these projects.

Charlene presented the map, which looks similar to what it was last time. This map will need further revisions. The map includes 429 projects, 892 miles of trails, and 276 existing features. 53% of the mileage is planned projects, and 47 is existing. We will be able to calculate percentages by jurisdiction.

Ms. Mitter asked about the 495 NEXT area extension along the beltway is not on the map. Ms. Howard replied that we don’t have it in there because there is no project our database that shows it. It will need to be added to the PIT database. We could add it to the map, but we need it added to the PIT for it to be part of our plan. Who-ever is the sponsoring agency would be the logical person to add it, in this case it would be VDOT. Ms. Mitter said she wasn’t sure about the politics of adding new projects to the PIT. Adding new miles is important, but adding upgrade projects to the PIT, and noting when they’re complete, is also important.

Mr. Farrell replied regarding the PIT. Putting a project into the PIT does not imply that it has funding. Some projects in the PIT, that are also in the TIP, have funding. But most of the PIT projects come from long range plans, which are not funded. Any planned project in the National Capital Trail Network should also be in the PIT. Right now that is hard to fix because the GUI is not that great, but that will be fixed soon. In order to get into the PIT you have to be an agency representative and an approved user, and I can approve you. The PIT is not accessible to the general public.

We have received a powerpoint from Loudoun with some updates, but it’s missing project names and ID’s which makes it harder to navigate, so we have more processing to do before it becomes useful to Charlene.

We will be able to share the GIS layers with the respective agencies.

To ID segments that have been broken down into complete and non-complete, we have to go in and split that line. Do we make new PIT projects for the completed segments? We’ll have to consult with the database people on that. In the database the segments could either be separate records, or limits could be updated within the project in the database. All the features in the database should be able to be harvested out and then be joined with other features that area already existing. So it’s important to mark completed projects as complete, so they don’t get exported out.

We can make a good map to the board, but we need to fix the back end information in the PIT, or it will continue to cause us problems every time we need to update the map.

Mr. Farrell asked if the idea is that we should be able to pull an accurate map out of the database. The fact that we imported shape files mean that there is duplication with the PIT. Ideally someone, perhaps an intern will go in and re-draw some of the lines in this plan. We don’t want to maintain two separate networks. If we have reasonable confidence in the project lines in the PIT, we can join up those lines with the existing facilities.

Laura asked if there was a guide to operating the PIT? Yes. Mr. Farrell expressed hope that the new GUI would be ready in time to help us fix the maps. As Charlene said, for this particular update, we may be able to fake it, but going forward we need to fix the lines in the PIT. Laura Ghosh asked about an opportunity for jurisdictional review prior to finalizing. Yes. Charlene also answered in the chat. Pierre asked about a layer of transit routes. We do have a layer of transit stations. But the National Capital Trail Network is kind of high level map, so we don’t want to make it too complicated. There are various layers that can be flipped on and off. The NCTN itself is a layer that can be turned on and off. The layer will be available for our members when it is ready.

So there is more work to do in terms of processing input and correcting the information in the PIT.

1. **Montgomery County Pedestrian Master Plan**

Mr. Glazier spoke to a powerpoint.

Laura Ghosh asked about bike ped crossings of the Potomac river. Mr. Glazier replied that apart from the American Legion Bridge there were no such recommendations. Nicole asked about pedestrian volume data on the streets. Mr. Glazier replied that they do a predictive safety model based on existing crashes, including modeled demand based on the trail counts they have, and pedestrian trip generators.

1. **Upgrading Tactical Safety Improvements in the District of Columbia**

Ms. Blondin spoke to a powerpoint.

DC used a lot of temporary, tactical measures to get quick results, that can be changed in response to conditions and needs for design changes that become apparent.

As these treatments (flexposts, paint, etc.) have aged, demand has grown to make them permanent, so DC is not pushing to get that done. Various means of prioritizing these upgrades have been considered, including crash history, pedestrian volumes, pedestrian exposure, crash risk factors, and equity.

How do we evaluate if pavement murals are distracting? Ms. Blondin replied that they were studying the differences in motorist behavior. Results will be announced later.

Mr. Farrell asked what percentage of tactical urbanism treatments were modified during the process? Is the processing reducing costly mistakes. Ms. Blondin said that all the permanent installations were modified from the tactical version. Tactical versions are typically modified in the field over time based on experience. Only a few of these treatments have been made permanent thus far. There are some locations where if DDOT had poured concrete, they would have had to remove it by now since uses of the street are changing.

There was a question about the involvement of the the BIDs. Ms. Blondin replied that they were involved, especially in the treatments that involved murals.

1. **Other TPB Program Updates**

* **Regional Roadway Safety Program**

Janie Nham gave an update on this technical assistance program. The TPB approved 8 projects to receive assistance last week. Four of the projects involved pedestrian safety in specific corridors, two involve lighting and crossings, and one involves drunk driving. The Safety Subcommittee will get an announcement.

1. **Regional Bike to Work Day Survey**

Mr. Ramfos spoke to a powerpoint.

This survey is conducted every three years. The most recent survey was of the May 2022 bike to work day participants. 2600 responses were received, a 27% response rate.

There was no event in 2020 due to the pandemic.

Mr. Jackson asked about percentage of people who biked after bike to work day in 2019 and 2020. In the Fall people may ride less due to reduced lighting. Biking to work fell because of increased working from home.

Mr. Jackson asked whether higher income people were more likely to answer a survey. Mr. Ramfos replied that the bias was not large, and the proportion of high income people biking to work in this survey is typical of what we’ve seen in previous surveys.

Ms. Mitter said that she was interested in tracking e-bike use – it was 7% in this survey.

Mr. Farrell asked about this years Bike to Work Day. Mr. Ramfos replied that we don’t have the final numbers yet but it’s approaching pre-Covid. The weather was good. There was some concern because Friday is popular telework day.

The next meeting will be on July 18.

**Adjourned**