

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

## MEETING NOTES

### BICYCLE AND PEDESTRIAN SUBCOMMITTEE

**DATE:** Tuesday, July 20, 2021

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

**PLACE:** VIRTUAL

**CHAIR:** Jamie Carrington, WMATA

**VICE-  
CHAIRS:**

Laurel Hammig, National Park Service

#### **Attendance:**

Jamie Carrington	WMATA
David Edmondson	City of Frederick
Nate Evans	MDOT
Alex Freedman	Takoma Park
Annaly Galeas	Montgomery County Parks
Laura Ghosh	Loudoun County
Laurel Hammig	National Park Service
Michael Jackson	Prince George's County Planning
Tiffany Jennings	Prince George's County DPW&T
Matt Johnson	Montgomery County DOT
Joe Kelley	Frederick County
Carole Lewis	DDOT
Mackenzie Love	Northern Virginia Transportation Authority
Karyn McAlister	DDOT
Heidi Mitter	VDOT/Northern Virginia
David Patton	Arlington County
Wendy Phelps	Toole Design
Chloe Ritter	City of Fairfax

**Bicycle and Pedestrian Subcommittee**  
**Notes from the July 20, 2021 Meeting**  
Page 2

Allan Yu

Prince William County

**COG Staff Attendance:**

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

**1. General Introductions.**

**2. Review of the May 18 meeting notes**

The March minutes were approved.

**3. Jurisdictional Updates**

Prince George's County has added additional bike share stations, bringing the total to 27. Prince George's has also received a grant for a pedestrian and bicycle safety program in the County, and has held a bike rodeo in College Park, and will do another in Largo on Thursday.

Park and Planning in Prince George's will start the update of the Master Plan of Transportation, which was last updated in 2009. A Bowie area master plan is under way, as is the West Hyattsville Master plan, and planning work relating to the Purple line. Development applications are reviewed for pedestrian and bicycle accommodation.

MDOT's Bicycle and Pedestrian Advisory Committee meeting is coming up on Friday. October will be Maryland's walking month. Francine Waters is leading those efforts. The selection process for the FY 2022 bikeways program. Jeff Dunckel, who long served on this committee, will be retiring.

DDOT is holding a Vision Zero summer safety campaign. \$5 million has been allocated for pedestrian and bicycle safety. There are 100 different locations where improvements will be made, and there will be a dashboard where residents can view those improvements. "20 is Plenty" is the theme. Videos will explain the new speed limits and the various facility types that will be installed. The videos will appear on DC social media and cable access. For FY 2022 the Mayor is providing \$100 million for Vision Zero projects, plus 20 miles worth of new trails.

Arlington has adopted new procedures for approving new parklets. Arlington is applying for

**Bicycle and Pedestrian Subcommittee**  
**Notes from the July 20, 2021 Meeting**  
Page 3

a Raise grant near Arlington Cemetery, which is part of the National Capital Trail. The Crystal City to DCA pedestrian bridge is entering a multi-year environmental study.

Fairfax County is working on an update to its Bicycle Master Plan, which will add a pedestrian element. "Safe Streets for All" is the Fairfax Vision Zero program. The I-66 Trail is under construction. Bike lanes will be added to about 20 roads this year. Reston will add 19 bike share stations this year. Bike share stations will be added near the Vienna Metro as well. Other projects too numerous to mention are being built, about \$280 million worth, which were funded years ago.

City of Fairfax is putting a network of bicycle boulevards through the city, and joining the Capital Bikeshare program. City Council adopted the first bike plan last month.

Loudoun County has four sidewalk and trail projects starting design this year. Loudoun is building a lot of road-adjacent bike and ped infrastructure. Eleven bike ped projects were designed this summer, and is working on plans for rural bike ped projects.

VDOT's quarterly transportation newsletter recently came out. The next quarterly advisory committee will take place next week. The newsletter has a lot of links to resources on road diets, and discusses the new law in Virginia requiring three feet of passing room for bicyclists, requiring motorists to change lanes if necessary to do so. The I-66 shared use path is under way. There will be a new pedestrian bridge over 496 in the Tysons area. Construction will start this summer, along with shared use paths that will eventually connect it to the McClean Metro Station.

Prince William County was represented by Allan Yu, a new employee. Prince William County will soon update its comprehensive plan.

#### **4. Transportation Alternatives Program Update**

The steering committee approved \$3.3 million in TAP projects, including the Greenbelt Trail, Oxon Cove Trail, the New Design Road Sidepath, and several others. For DC over \$1 million in projects have been approved, including Union Station renovation work.

For the Transportation Land Use Connections program we are wrapping up last year's projects.

A new program, Transit within Reach, is similar to TLC but more focused on improving access to transit.

## 5. Draft Bicycle and Pedestrian Plan

A working draft plan has been posted. Mr. Farrell discussed the background of the plan and progress to date.

An update of this plan was due a couple of years ago, but that was delayed in favor of completing the National Capital Trail Network Plan, a TPB priority.

Unlike NCTN, which is a prioritized network, the bicycle and pedestrian plan is closer to an “all-build” list of projects. The 2014 version of this plan was not mapped, other than a few notable projects.

The goal for this plan was to associate GIS layers with every project for which that is appropriate, so that the plan can be mapped and analyzed using GIS.

Since the 2014 database was badly out of date, and a great many new plans had been adopted, we decided to start fresh, and do a bulk import of data from the jurisdictions, including GIS data. This process is now complete, and the data has been entered into the Project Infotrak database, known as “the PIT”, which is a unified database including all the Transportation Improvement Program projects. Moving forward we are no longer accepting bulk imports; projects will need to be added and edited in the PIT interface, where agency staff will have access to their projects. Access is only for agency staff, who must be approved, not the general public.

The plan reviews the various regional, federal, state, and local agency plans and policies that deal with walking and bicycling, as well as TPB’s various planning assistance grants. The plan also covers bicycling and walking in the region from various sources, including the TPB Regional Travel Survey. The Washington region is one of the more walk and bike-friendly regions in the country.

Thanks to the “Complete Streets” policies, we are getting a lot more bicycle and pedestrian projects built as part of larger transportation projects.

The news is less good on pedestrian and bicycle safety. The national news is that we are in our tenth year of backsliding on pedestrian safety, putting us back to where we were in 1983 in terms of pedestrian safety. In our region we have also been backsliding over the past five years, with pedestrian and bicycle fatalities rising in absolute numbers and as a percentage of the total. The Maryland side has seen the biggest increase and the highest numbers. Covid has not decreased pedestrian fatalities. The fatalities shown cover only the Maryland and Virginia portions of the TPB membership, not the whole states.

The plan also discusses best practices pedestrian and bicycle planning practices. This language is pretty old, but it has aged well. A lot of the recommendations have been carried out.

The TPB Vision set general goals, in a relatively brief Vision statement. Visualize 2045 is a much more detailed long range transportation plan that includes unfunded recommendations.

Chapter 7: The 2045 Network is not complete because the data in the PIT has not yet been verified.

Comments on the draft plan would be welcome by the end of August is possible. The goal is a better

**Bicycle and Pedestrian Subcommittee**  
**Notes from the July 20, 2021 Meeting**  
Page 5

draft of the plan at the September meeting.

Mr. Farrell will notify the group when an updated plan with the Chapter 7 documentation is complete.

## **6. Bicycle and Pedestrian Plan Map**

TPB GIS staff presented the draft map.

The map of planned facilities comes from GIS layers received from the jurisdictions. It includes the National Capital Trail Network and the projects from the Bicycle and Pedestrian Plan. The map also shows the high capacity transit stations. The map enables us to show how well the planned projects will serve different types of areas, such as equity emphasis areas, activity centers, and high capacity transit station areas. In the case of high capacity transit station areas we can show what trails will run through the station walkshed, which ensures that they are being meaningfully served.

There was a question about walksheds relating to the buffer distance. The round circles are half mile as the crow flies distance, but the walk sheds show what you can actually reach using the available facilities. It shows how many people are truly within the walk shed. We did not calculate a bike shed, since the number of people accessing high capacity transit on foot is much larger than the number of bicyclists accessing transit.

Mr. Kelley noted that in the case of the MARC train in Frederick County, the number of people accessing MARC by bike was larger than the number accessing it on foot.

The orange lines are the bike ped plan projects. There is additional information on these projects, such as project type, but it's not shown here to avoid making the map too busy. In some cases project type is still missing. We've made our best guesses as to project type in some cases, based on project name. Projects in the plan are not necessarily funded. The time horizon for this plan is 2045, so the majority of projects are not funded.

Another network we came up with was the network of projects that would qualify to be in the National Capital Trail network. But this map shows every facility type, not just the NCTN-qualified projects. This network does not include existing facilities. Some may be under construction; it depends on what the jurisdictions submitted.

Mr. Farrell said that we do want to retain information on projects that get completed, so that we can track progress. Also for projects completed after 2014, it helps to know what was completed. We do ask that any complete project should have a date of completion. Ms. Howard noted that we need to easily account for what has been completed; hence an accurate date of completion (year) is critical. Projects that are completed will need to have their status updated so we know that; we don't want to mix planned and existing facilities.

Mr. Farrell added that a longer terms goal is an accurate existing facilities map. If you're trying to measure access and performance of the planned network, it helps to show how it connects to and works with the existing facilities. Commuter Connections is interested in an existing facilities map.

**Bicycle and Pedestrian Subcommittee**  
**Notes from the July 20, 2021 Meeting**  
Page 6

If we could give them the right data, we might be able to revise a version of the old ADC regional bike map, a product that many people miss.

There isn't opportunity to comment on the projects, since that's already been done. But comments on the maps are welcome. The map will be posted on the web site once the plan is approved. Ms. Mitter was wondering when the map could be available for public use. However, we need to fix the remaining issues with the database, validating what has gone into the PIT.

Mr. Farrell asked about the blue dots. And why so many in Prince George's County. The GIS people decided to map the Capital Bikeshare projects as points, since Prince George's submitted them as such.

## **7. Complete Streets in Silver Spring**

Montgomery County is bringing innovative bicycle and pedestrian treatments to Silver Spring. Project Manager Matt Johnson gave an update about the growing low-stress bike network and shared lessons learned about new facilities including the region's first protected intersection, floating bus stops, the County's new guide about designing streets for people with vision disabilities, and the new walking lane on Grove Street.

Mr. Johnson spoke to a powerpoint, which was posted on the Subcommittee web site.

Downtown Silver Spring is a densely developed area at the junction of the Red Line, the upcoming Purple line and several trails.

Experience has shown that flexposts alone are inadequate for keeping people out of the bike lane. Parking stops are effective. Poured concrete curb is even more effective, and more durable.

Wayne Avenue at Colesville Road is the first bike signal in Maryland. It is on state highway. They also built the first protected intersection in Maryland. This will become the standard treatment for intersections with protected bike lanes. The truck aprons work well to accommodate fire trucks and other oversize vehicles. It was installed with input from the Fire Department.

The floating bus stops have been through three generations of design as lessons have been learned, especially with respect to accommodating the blind.

**8. Other TPB Program Updates**

Mr. Schermann discussed the Regional Safety Program. It has a budget of \$250,000, and the selection panel received \$750,000 worth of applications. The panel selected five projects, which the TPB will approve tomorrow.

Car free day is happening on September 22.

**Adjourned**