

# National Capital Region Transportation Planning Board

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## MEETING NOTES

### BICYCLE AND PEDESTRIAN SUBCOMMITTEE

**DATE:** Tuesday, March 15, 2022

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

**PLACE:** VIRTUAL

**CHAIR:** Tiffany Jennings, Prince George's County DPWT

**VICE-  
CHAIRS:**

Jamie Carrington, WMATA

Laurel Hammig, National Park Service

#### Attendance:

Andrew Bossi	Montgomery County DOT
Christine Baker	Arlington County Vision Zero Team
Bryan Barnett-Woods	City of Rockville
Karen Boodlal	DDOT
George Branyan	DDOT
Jamie Carrington	WMATA
Lisa Campbell	Bike Loudoun
Mike DePue	NOVA Parks
Henry Dunbar	Arlington County
David Edmondson	City of Frederick
Nate Evans	MDOT Secretary's Office, Office of Planning & Programming
Alex Freedman	Takoma Park
Laurel Hammig	National Park Service
John Hartline	Tri-County Council for Southern Maryland
Kandese Holford	MDSHA
Yolanda Hipski	Tri County Council for Southern Maryland
Dwight Jenkins	Virginia Highway Safety Office
Tiffany Jennings	Prince George's County DPW&T
George Kandathil	Tri-County Council for Southern Maryland
Joe Kelley	Frederick County

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Mackenzie Love	Northern Virginia Transportation Authority
Karyn McAlister	DDOT
Charlene Mingus	Baltimore Metropolitan Council
Heidi Mitter	VDOT/Northern Virginia
Doug Mowbray	Data Coordinator, Maryland Highway Safety Office, MDOT-MVA
Nicole Wynands	Fairfax County Department of Transportation
Kevin O'Brien	Washington Area Bicyclist Association
George Phillips	Prince William County
Stephanie Piperno	Capital Trails Coalition
Chloe Ritter	City of Fairfax
Todd Scheid	Bicycle & Pedestrian Coordinator for VDOT Richmond District
Cynthia Spriggs	MDOT
Francine Waters	MDOT
Nicole Wynands	Fairfax County Department of Transportation

**COG Staff Attendance:**

Mackenzie Bosco  
Michael Farrell  
Greg Goodwin  
Joseph Limber, TLC program intern  
Andrew Meese  
Janie Nham

- 1. General Introductions.**
- 2. Review of the January 18 meeting notes**

The January meeting notes were approved.

**3. Transportation Alternatives Program**

Mr. Swanson announced that the application for the TAP program in Maryland is open between April 15-May 16. This is a good way to get funds for capital improvement funds for bike/ped projects. DDOT will delay its application period until Fall, and it will also go to a 2-year cycle. Ms. Hammig asked about the date for DC. It will be September or October of this year.

**4. Jurisdictional Updates**

Ms. Hammig asked first time guest to introduce themselves. Charlene Howard introduced herself. Jessica Mirr has left COG, and been replaced by Mackenzie Bosco.

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Mr. O'Brien of WABA introduced himself. Ms. Kandese Holford of MD SHA introduced herself.

Mr. Branyan spoke to a powerpoint on DC's Bicycle and Pedestrian Program, including numerous trails, cycle tracks, and other capital projects. Notable trail segments recently completed include the Metropolitan Branch Trail around Fort Totten, and the Malcolm X trail.

DC recently hit over 100 total miles of bike lanes, including 79 unprotected and 24 miles of protected lanes. Advisory bike lanes have some effect in terms of slowing down traffic. These are not used on streets with more than 3500 cars per day.

Parking is a major obstacle to adding bike lanes.

Mr. Farrell agreed to post this presentation.

National Park Service has the trail in front of the Kennedy Center still under construction, and the Oxon Cove Trail will be resurfaced this summer.

City of Takoma Park has started the final design work for the New Avenue bikeway on New Hampshire Avenue.

The MD Kim Lamphier bikeways program will be accepting grant applications until April 1.

Ms. Waters invited everyone to attend their pedestrian subcommittee meeting, which will take place at 10 a.m. this coming Thursday. It will be Teams meeting. Please put your information in the chat if you would like to receive information.

Also this Thursday the MHSO's is the pedestrian bicycle emphasis area team meeting, from 1 to 3 p.m.

Prince George's County is finalizing its pedestrian and bicycle network plan. More details will be available at the next Subcommittee meeting.

Mr. Jenkins of VHSO invited people to attend the Maryland Highway Safety Summit May 3-5 at the Mark Center in Northern Virginia. Virginia is twelve fatalities up from where we were last year.

The I-66 trail continues to be built, along with numerous other projects.  
<https://www.virginiadot.org/projects/northern%20virginia/default.asp>

VDOT NOVA active transportation counts map:

<https://vdot.maps.arcgis.com/apps/webappviewer/index.html?id=af9dd1a16b8948f0b1f8>

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The next Virginia bicycle and pedestrian advisory group meeting will be on April 26. There will be a major meeting at the VDOT/NOVA offices on May 4.

Prince William County expects to wrap up its comprehensive transportation plan update by the end of the year. Prince William County will correct one portion of the National Capital Trail Network on Minnieville Road from Existing to Planned.

## **5. Bicycle and Pedestrian Plan Update**

Mr. Farrell spoke to a powerpoint.

Mr. Farrell presented the Bicycle and Pedestrian Plan for the National Capital Region with an emphasis on the comments received and revisions that have been made since the last presentation. The plan is being presented to the Transportation Planning Board on March 16 for information, and is expected to be presented to the TPB for adoption on May 18.

The major precursor element to this plan update is the adoption of the National Capital Trail Network in 2020, a TPB priority which has been incorporated into this plan. We also have a new unified project database. And there have been a lot of work done on pedestrian and bicycle planning in the region since the last plan was adopted in 2015.

Every project in this plan is already in an agency or jurisdiction approved plan. This is a long range plan, so most of the projects in it are not yet funded.

There are numerous bicycle and pedestrian plans at all levels in the region, as well as a growing number of funding programs that are available to fund bicycle and pedestrian programs.

The regional travel survey is our best source of information on the level of walking and bicycling. We have seen significant increases in bicycling for all trips.

Pedestrian fatalities have been going in the wrong direction nationally for over ten years, and they've also been going in the wrong direction in this region.

The region is a national leader in walking and bicycle facilities, as well as in shared micromobility.

Projects in the plan are all planned projects, not existing facilities, with the caveat that some projects have been completed since this data was compiled last year.

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In principle, any project that can be mapped, is mapped in GIS, which has enabled us to do a buffer analysis of an 1880 miles network of planned low-stress facilities. We emphasize low stress because these are facilities that are accessible for people of all ages and abilities. For this purpose, shared use paths, protected bike lanes, and bicycle boulevards are defined as low stress.

The buffer analysis shows how well the planned low stress network serves the various TPB priorities, such as jobs, population, activity centers, transit access focus areas, and equity emphasis areas. These numbers are conservative; they do not show how the whole network of existing and planned facilities will perform.

The full project list is in the appendix.

The planned low stress network contains facilities that are in principle eligible to be included in the National Capital Trail Network. The NCTN includes planned and existing projects. The planned projects from the NCTN, but not the existing projects, are included in the planned network.

Mr. Farrell summarized the changes that have been made in response to comments received since January. We've added more language on ADA and Micromobility, and clarifications on the differences between the planned 2045 low stress network, and the National Capital Trail Network. We eliminated the jurisdictional breakdown from the buffer analysis, because our analysis does not account for existing facilities.

We are still accepting comments on this plan. The TPB will be asked to approve it on May 18.

Mackenzie Love asked about changes since February 4 concerning bicycling, walking, and the transportation demand model. Mr. Farrell replied that the model deals with pedestrian and bicycle trip generation, but not assignment. It's a four-step model that estimates where traffic will be generated, where it will go, and then assigns traffic to predict congestion.

We don't do that for the bike/ped network. We do a buffer analysis that shows where people have access. The travel demand model can't capture most of the walk trips anyways, since most pedestrian trips take place inside a TAZ. Also, even if the travel demand model assigned bike and walk trips, it typically wouldn't be able to show congestion. Most of our ped and bike facilities aren't congested. So predicting congestion isn't relevant for most of the system; the main issue is whether people have safe pedestrian and bicycle access to destinations.

There was a question about pedestrian safety. Why is the situation getting worse? Mr.

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Farrell mentioned that the Governor's Highway Safety report had a good discussion at the national level. The vehicle fleet is getting larger, with more SUV's which are safer for occupants but more dangerous for pedestrians, more hand-held devices and distraction. We also have less traffic enforcement; we have numbers from Maryland showing that there has been a decade-long decline in traffic enforcement.

The United States is an outlier on this issue; our peer industrialized countries in northern Europe have seen their pedestrian and bicyclist fatalities go down, not up.

Our numbers in this region prior to 2016 were relatively stable, and before that we had seen some improvement. The pedestrian safety problem pre-dates the pandemic, but changes associated with the pandemic have not helped. The group of drivers that reduced its driving the least was young men. And we know people are drinking more – we know that from the liquor sales.

There was a question about weighting the pedestrian fatality numbers by VMT.

## **6. Regional Cooperative Growth forecast**

Mr. Goodwin spoke to a powerpoint. Mr. Goodwin provided an overview of the draft Round 9.2 Cooperative Forecasts, work to be undertaken to prepare the next major update of the Cooperative Forecasts, Round 10, and recent market observations to be considered in the forecasting process.

DC, Fairfax County, and Montgomery Counties are forecast to capture the most jobs.

Office occupancy fell during Covid but has recovered recently.

There is a significant number of people who would prefer to telework at least part time as of a 2021 regional survey.

## **7. VDOT Pedestrian Safety Action Plan Map**

Ms. Mitter provided an overview of the Pedestrian Safety Action Plan Map, which displays pedestrian, and now, bicycle crash data, along with high priority corridors for bike/ped safety improvements.

There is a lot of data on the map. It always start is Richmond but you can navigate to Northern Virginia. The map allows you to zoom in to see particular crash locations. If you click on the dots it will pull up data from the crash reports.

Mackenzie Love asked if definitions of crash types could be added. Ms. Mitter replied that they would be added to the map.

## **8. National Capital Area Trail Monitoring and Analysis program**

Ms. Hammig spoke to a powerpointMs. Hammig briefed the subcommittee on the progress of the regional trail count program. The last update was a year ago and there has been significant progress since then.

The NPS paved trails plan had numerous capital and programmatic recommendations, including trail count recommendations.

NPS has worked with the Volpe Center to come up with a proposal to work with a university to analyze regional trail count data.

The focus is currently paved multi-used trails, not bike lanes.

The working group holds quarterly meetings. Interested agencies are encouraged to participate.

Mackenzie Love asked about adding annotation features to the Portland database. Will you be able to annotate any part of the data. Ms. Hammig reported that you would be able to do that.

## **9. Other TPB Program Updates**

Mr. Farrell made couple of quick announcements on Bike to Work Day and the Spring Street Smart campaign.

Mr. Farrell discussed several potential topics for professional development workshops. Resumption of the bi-annual Micromobility workshops is high on the list. As Covid recedes re-starting these meetings should be a priority. National Park Service has trail counts covered. Signs and wayfinding have been covered by the Capital Trails Coalition. A co-sponsorship is a possibility. Lastly, new federal funding programs such as for Complete Streets may feature turnkey presentations. If anyone has further ideas, please let Mr. Farrell know.

Ms. Jennings thanked everyone and encouraged people to look at comments in the chat. Presentations from today's workshop will be posted on the subcommittee web site.

**Adjourned**