

# National Capital Region Transportation Planning Board

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## MEETING NOTES

### BICYCLE AND PEDESTRIAN SUBCOMMITTEE

**DATE:** Tuesday, November 18, 2025  
**TIME:** 1:00 p.m.  
**PLACE:** Virtual  
**CHAIR:** Laurel Hammig, National Park Service

#### Attendance:

Christopher Berg	DDOT
Greg Billings	DDOT
David Cook	VDOT Central Office Planning
Julianna Greenberg	University of Maryland Dept of Transportation Services
Michael Jackson	Prince George's Planning
Tiffany Jennings	Bicycle & Pedestrian Program Manager, Prince George's County
	DPW&T
Brian Leckie	VDOT-NOVA
Calandra Moss	Virginia DMV
Rebecca Murphy	NVRC
Chloe Ritter	City of Fairfax
Antonio Rossi	WMATA
Jon Ryder	Montgomery Planning
Kristen Sarik	NVTA
Brian Shelton	Active Transportation Planner, Arlington County
Tyler Smith	Baltimore City Dockless Vehicle Program Manager
Swathi	DDCI
Anne Welch	DDOT
Nicole Wynands	Fairfax County
Meg Young	MDOT Active Transportation Planner
Jennifer Wampler	Potomac Heritage National Scenic Trail

#### COG Staff Attendance:

Michael Farrell  
Jamie Bufkin

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Victoria Caudullo  
Charlene Howard  
Janie Nham

**1. General Introductions.**

Tiffany Jennings chaired the meeting.

**2. Review of the September meeting notes**

The meeting notes were approved.

**3. Visualize 2050**

Ms. Bufkin spoke to a powerpoint summarizing the plan. The final comment period closes on October 21<sup>st</sup>.

41% of trips are made by people driving alone, 12% by walking and bicycling.

The Washington region is a leader in walking and bicycling. Activity centers that are targeted for growth are mostly walk and bike friendly. However much of the region is still not walk or bike friendly.

In the future about one third of the population will live in activity centers.

The plan and the Transportation Improvement Program will be adopted in December.

Tiffany thanks Jamie for her informative presentation.

**4. Overview of Bicyclist-Involved Crashes in the TPB Region**

Ms. Nham spoke to a Powerpoint.

Total crashes across the region fell during the pandemic. As VMT increased again, crashes increased but remained below pre-pandemic levels as of 2023. The reduction in total crashes did not translate into a reduction in fatalities.

Bicyclist fatalities and injuries remained fairly stable across the study period.

Fatalities and serious injuries increase during the summer months. On a daily basis the

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evening rush hour has the largest number of crashes.

Tiffany asked about causes and whether data was available by jurisdictions. Ms. Nham replied that the study focuses on crash patterns but not underlying causes. One possible cause is increased vehicle size and weight. The study doesn't break down bicyclist crashes by jurisdiction. Distraction data is available only for motorists.

Swathi from DDCl asked about crashes at intersections. Can we assume that these are intersections with pedestrian and bicycle facilities. Ms. Nham replied that we didn't include that information in the report, but we might be able to break that out.

## **5. Bicycle and Pedestrian Plan Update – Consultant Task Order**

Mr. Farrell noted that bids from consultants for the Bicycle and Pedestrian Plan had been received and were currently under consideration. Proposals are due to us by November 25. We hope to make an award sometime in December.

Mr. Farrell summarized the tasks in the work plan. The consultant will present to the Subcommittee at two meetings in 2026.

The updated plan will include both existing and planned facilities. This update will take advantage of work that the states and jurisdictions have done to create existing facilities data layers.

At the same time we will be updating the National Capital Trail Network. We should be able to identify the layers we are gathering as National Capital Trail Network.

The consultant will also help us update the text chapters. There has been a lot of changes to best practices in the field, and the consultant should be able to assist us with that.

The consultant will also produce an interactive storymap showing the existing and planned network. All this work is scheduled to be done by June 30, 2026.

Staff will work closely with the consultant on this update. We hope to be able to introduce the new consultant and work plan at the next meeting.

Tiffany Jennings expressed her support for the project. Mr. Farrell added that we have a chance with this update to piggyback on all the data gathering work that our member jurisdictions have been doing, which is orders of magnitude better than what used to be available.

Ms. Howard added that it is important that we not only gather these layers but to update

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them dynamically over time. We'd like to create linkages between your datasets and ours. We do need the support of the Subcommittee. The data that have is only as good as what we're able to get from the jurisdictions. This is our opportunity to make sure that everything we have is right, and to clean up duplicates (as well as making sure we're not gathering new duplicates from overlapping jurisdictions). Ms. Howard noted that her team had produced the first story map for a bike ped plan four years ago.

Ms. Howard noted that any new facilities that might be added to the National Capital Trail Network will have to pass our screening tests such as connectivity. We hope that the consultant can give us better ideas on how we can manage our data.

Mr. Farrell said that it makes sense to update the Bicycle and Pedestrian Plan and the National Capital Trail Network at the same time because they do overlap. National Capital Trail Network is the more limited, prioritized network. Our main purpose with the National Capital Trail Network update is to measure our progress towards building it.

## **6. DC Strategic Bikeways Plan**

Mr. Berg spoke to a Powerpoint.

DC is in the middle of the project at the moment, bringing the draft plan materials to the public. The finished product, a five-year work plan, will be adopted in the Spring. Anne Welch and Greg Billings, the bikeways branch manager, are also working on this project.

Total project length is 18 months. DDOT is currently in the public outreach phase.

This plan will help the MoveDC Transportation Plan update in 2026.

DC is ranked fifth in the US for its bicycle network.

An existing conditions report was done in 2024, including a close look at the network.

All the materials from the public workshops are posted on the hub website.

Anne Welch shared the bike lanes hub site where the Strategic Bikeways Plan material is posted. Information on the process, the documents, and the public meetings are all posted there. You can take surveys on the hub site and leave comments on the map. Only DC staff can see all the comments.

Tyler said that DC bike lanes and bicycling have increased a lot over the years.

## **7. Other TPB Program Updates**

- Street Smart

We have a new consultant for the Street Smart campaign this Fall. Our incumbent, Sherry Matthews Marketing, was not the winner, and we have had to bring a new consultant, the Hatcher group on board. This has created a few bumps in the road, insofar as the new consultant cannot work before October 1<sup>st</sup>, and you can't really have the outgoing consultant doing the planning for the incoming consultant.

We proposed a scaled-down re-run of what we typically do, but the States told us they wanted a new direction, so we went back to the drawing board, and we've pushed the bulk of our campaign activities to the Spring.

Tiffany asked if we would keep the current website, which has an abundance of excellent testimonials and other materials. Mr. Farrell replied that the new consultant will maintain the betstreetsmart.net website, along with all the materials needed to maintain it, as well as many working and planning documents that give them visibility on how to run the campaign.

The States have asked us to do more geotargeted ads, and fewer bus ads. And make sure that one State's funds aren't spent in another State.

Mr. Farrell said that the thought the bus ads were cost-effective based on the survey results. They may not be geotargeted in a technical sense, but there is a great deal of overlap between our high-injury network and our bus network. Last but not least, WMATA is making a substantial financial contribution to the program, which was originally provided with the understanding that the money would be spent on ads on WMATA buses.

Another benefit of transit advertising is that the transit agencies often donate space. Even the paid ads are generally kept up longer than what we pay for, often for months after the paid campaign wave ends.

The other value-added is the earned media. Between the donated transit ad space and earned media, we were bringing in 4-5 times our cash budget.

- Transit within Reach

We had three projects for this round of Transit within Reach. We got three applications and were able to fund them all, though not in full.

Victoria Caudullo, the program manager, spoke to a Powerpoint. She also manages the Regional Road Safety and Transportation-Land Use connections programs.

Transit within Reach funds small projects to improve walk and bike access to transit. It's

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similar to the TLC and Regional Roadway Safety, where TPB provides consultant services. Transit within Reach is run on a two-year cycle, and funds preliminary design.

The selection panel scores the projects individually to start, then meets to discuss them.

**8. Announcements and Other Business**

- Mr. Farrell has asked Meg Young of MDOT to Chair the Subcommittee in FY 2026, but she has not yet agreed. Mr. Farrell described the position again since it is still open. It's a one year commitment, with six meetings per year. And then it rotates someone else.  
Meg is still considered accepting. Tiffany and Tyler supported the idea of Meg being Chair.
- Professional development webinars. Subcommittee members have expressed interest in attending a NACTO workshop or workshops.
- Next meeting is January 20<sup>th</sup>, virtually. We may have an in-person meeting in the Spring or Fall. On a meeting by meeting basis virtual-only works the best. But on the other hand, there are a lot of newcomers on the Subcommittee. Meg suggested that a bike ride might tempt people to be in-person. TPB has done that for the staff here, using Capital Bikeshare bikes.
- COG may be hiring a Transportation Planner III who may take on some of the bike planning responsibilities.

**9. Jurisdictional Updates**

- Brian Leckie announced that the 496 extension express lanes would open on Friday. HOV-3 can use the lanes for free. There will be shared use path behind the soundwall. VDOT is also hosting a webinar on the new [Virginia MUTCD](#) that supplements the federal MUTCD with treatments that are specific to Virginia.
- Maryland had a good Walktober. Bikeway and TAP projects that were awarded in October were kicked off. Four jurisdictions are getting Safe Routes to School Coordinators. A Trails Subcommittee is also being launched. A new Complete Streets policy will be wrapped up by the end of the year.

**Adjourned**