

National Capital Region Transportation Planning Board

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MEETING NOTES

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

DATE: Tuesday, January 21, 2025

TIME: 1:00 p.m.

PLACE: Virtual

CHAIR: Laurel Hammig, National Park Service

Attendance:

Bryan Barnett-Woods	City of Rockville
Bryce Barrett	Prince William County DOT Bike/Ped Coordinator
George Phillips	Prince William County
David Cook	State Bicycle and Pedestrian Planner, VDOT
Griffin Frank	NVTA
Laura Ghosh	Loudoun County DOT
Wade Holland	Montgomery County
Michael Jackson	Prince George's Planning
Tiffany Jennings	Bicycle & Pedestrian Program Manager, Prince George's County
	DPW&T
Jill Kaneff	Northern Virginia Regional Commission
Brian Leckie	VDOT-NOVA
Heidi Mitter	VDOT NOVA District Bike/Ped Coordinator
Calandra Moss	Virginia DMV
Brenda Nguyen	Montgomery County
Kevin Obike	MCDOT
Chloe Ritter	City of Fairfax
Shane Sarver	Bicycle and Pedestrian Planner MDOT SHA
Brian Shelton	Active Transportation Planner, Arlington County
Linnea Sherman	NVRC
Tyler Smith	Baltimore City Dockless Vehicle Program Manager
Francine Waters	MDOT
Nicole Wynands	Fairfax County
Anne Welch	DDOT Active Transportation Planner

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Meg Young
Ryan Yowell

MDOT Active Transportation Planner
WMATA

COG Staff Attendance:
Michael Farrell

1. General Introductions.

Laurel Hammig from the National Park Service has been appointed as the new chair for 2025

2. Review of the November meeting notes

The meeting notes were approved.

3. Prince George's County Safe Streets and Roads for All

- Stephanie Walder spoke to a powerpoint.
- Prince George's County has been awarded a \$21.2 million grant for the Safe Streets and Roads for All Program.
 - Langley Park project will create pedestrian and bike access, including a 10 ft wide path, new sidewalks, crosswalks, and storm water management facilities.
 - Sheriff Road project will include road diet, signal reconstruction, electric charging facilities, bike lanes, and improved lighting.
 - Bellcrest Road project will have a hawk signal, hiker-biker path, bike lanes, and improved sidewalk connections to Metro.
 - Strategies are being implemented to bring in road diets for safer roadways.
 - Different types of signals, such as pedestrian flashing beacons and hawk signals, are being used based on specific factors and demand.
- Prince George's County installed seven new capital bike share stations, improving connectivity in the region.

Ms. Hammig asked about the public involvement process. Ms. Walder replied that some of the projects had ties to TLC, which included public meetings. For the others the meetings were virtual. The Vision Zero web site has information on all these projects. Generally public involvement is not as robust as it could be due to short staffing.

Mr. Farrell asked if these projects were in the high injury network. Ms. Halder confirmed that they were. Marlboro Pike has one of the highest injury rates in the County.

Mr. Griffin praised Prince George's efforts to improve safety through road diets. What is the difference between rapid flashing beacons and HAWK signals, and what determines where they are employed. The HAWK signal location had very high demand so it warranted more traffic control than a flashing beacon. This is the first HAWK signal in the County.

Mr. Jackson praised the Adelphi Road bike lanes.

4. Safety Summit Recommendations Proposed Timeline

Ms. Nham spoke to a powerpoint.

DC currently lacks ticket reciprocity with other States for automated traffic enforcement. COG is providing a policy white paper reviewed the relevant enforcement policies and programs.

Laurel Hammig had to drop off and Heidi Mitter chaired the balance of the meeting.

5. Jurisdictional Updates

- VDOT is conducting two technical assistance studies for bike facilities and has started construction on a half mile shared use path on Old Ox Road in Loudoun county near the Loudoun Gateway Metro Station. This is the first of a series of project designed to improved bicycle and pedestrian connections to the Silver Line.
- Ms. Moss announced that on January 30 the Virginia pedestrian safety quarterly meeting for VDOT would be held. Ms. Moss is succeeding Dwight Jenkins. Anyone who would like to is welcome to attend. Applications for FY 2026 highway safety grants are about to open up. There is also a law enforcement component. An email announcement will go out shortly. If you receive the email you are welcome to forward it to who-ever might be interested in apply for funding.
- Mr. Shelton had two updates. Arlington County is piloting a shared street project, receiving positive feedback and planning to wrap up the study in fall 2025. Arlington is also working on a refresh of their master transportation plan, currently in the vision and goals phase. Bike boulevards are being planned parallel to Columbia Pike, which cannot accommodate bike lanes.
- NVTa will talk about its six year funding program at the next meeting.
- Ms. Welch noted that DDOT has been focused on snow plowing and maintenance of protected bike lanes, and preparing for the Inauguration. DDOT is looking at narrower snow plows for future snow events.
- Maryland Motor Vehicle Administration Highway Safety office has open highway safety grants, similar to Virgin. The MD highway safety summit will be back on April 29. The Maryland Strategic Highway Safety Plan is staring its update process.

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- Ms. Waters announced that the MD highway safety grant workshops will take place throughout the State over the next month.
- Prince George's County installed seven new capital bike share stations, improving connectivity in the region.
- The City of Baltimore had 1.623 million trips on dockless vehicles, including over 100,000 e-bike trips
- University of Maryland is working on a protected bikeways network serving the campus and surrounding areas.
- Mr. Jackson announced that AASHTO has produced its new Guide for Pedestrian and Bicycle Facilities. Ms. Mitter asked Mr. Jackson to alert us about any future webinars.
- City of Rockville is working on new sidewalks and resurfacing.

6. Other TPB Program Updates

Mr. Farrell announced the schedule for the TLC and Regional Roadway Safety Applications, which has already opened. Mr. Swanson suggested that whole meeting had been a great advertisement for this program, given the number of TLC projects that have moved to construction.

There is a joint application process for both TLC and Regional Roadway Safety, which supports safety planning at the community level. The purposes of the two programs are not the same, but there is significant overlap. We have posted a database of 200 past projects that have been completed, and you can view the reports and other products that came out of those projects.

Vicki Caudullo will be replacing Mr. Swanson, who is retiring. For the roadway safety program please contact Janie Nham.

Ms. Mitter praised the programs and congratulated Mr. Swanson on his retirement. For the TAP program, we got one proposal, for resurfacing on the Capitol Crescent Trail in the District, so we decided to recommend funding it. The trail is useable as it is, but it is a very high use trail, as well as part of the National Capital Trail Network, and it is due for resurfacing. Mr. Swanson will present the recommendations to the Board tomorrow, including increased funding for a couple of previous projects.

We've been blessed with an awesome network of trails in our region, and we need to maintain them.

Maryland and Virginia TAP application periods will be opening up over the next six months.

Mr. Farrell noted that the National Capital Trail Network update needs to be complete by February 2026, with work happening in fall 2025. The new mapping tool, PIT 2.0, will allow drawing trails off the road and is more usable than the previous tool.

Updates to the National Capital Trail Network and bike ped plan will provide an opportunity for public engagement and positive changes in the way these products.

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Ms. Mitter suggested that when agencies complete a section of the National Capital Trail Network it would be helpful if they emailed me to let me know. Mr. Farrell replied that it would be helpful if he were kept aware when major segments are completed. However, there is also a lot of value in the mapping function since it will give us exact locations of changes.

Ms. Howard said that the PIT 2.0 might not be an adequate tool for updating the National Capital Trail Network. The PIT map features may not include everything that we need from a GIS point of view. We will need to decide what our approach will be internally before we reach out to agency staff.

Mr. Farrell thanked Charlene for speaking up. In the meantime, there's nothing wrong with sharing success stories with us.

Ms. Mitter asked that for future in-person meetings that we should mark that on the calendar. Mr. Farrell replied that May would probably be the best weather for an in person meeting.

Ms. Mitter adjourned the meeting.

7. Announcements and Other Business

Adjourned