

National Capital Region Transportation Planning Board

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MEETING NOTES

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

DATE: Tuesday, September 16, 2025

TIME: 1:00 p.m.

PLACE: Virtual

CHAIR: Laurel Hammig, National Park Service

Attendance:

David Cook	VDOT Central Office Planning
Julianna Greenberg	University of Maryland Dept of Transportation Services
Wade Holland	Montgomery County
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
Kevin Obike	MC DOT
Molly Porter	MDOT
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
Kaysi Webley	City of Takoma Park
Nicole Wynands	Fairfax County
Meg Young	MDOT Active Transportation Planner
Ryan Yowell	WMATA
Jennifer Wampler	Potomac Heritage National Scenic Trail

COG Staff Attendance:

Michael Farrell

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Jamie Bufkin
Victoria Caudullo
Andrew Meese (Consultant)

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

The meeting notes were approved.

- 3. Jurisdictional Updates**

DDOT is working on its strategic bikeways plan is hosting its community engagements event. WMATA has a public survey that will be live through the end of the month on people's experiences walking and bicycling to Metro.

Baltimore City dockless vehicles set a monthly record for rides in August. The State of Maryland recently awarded \$8.2 million in bikeways grants.

This coming Saturday Prince George's County will support the annual Natasha ride for bicycle safety. Prince George's will also support a Walk Maryland Day in Capitol Heights. The DPWT Bicycle and Pedestrian program will co-host that event. Prince George's will also be celebrating 15 years of Capital Bikeshare.

VDOT central office is updating their statewide bicycle facilities inventory to include all new projects with bike facilities that were opened to the public in FY 2025. Please reach out to Brian Leckie or David Cook if you have information about bike facilities that were not included. The Northern Virginia Joint Transportation meeting will be held on October 25. Multiple plans and projects will be presented. Finally, the GoMyWay app will be launched at the end of the month, to encourage people to use modes other than driving.

Arlington County moving its Arlington Transportation Future plan forward, with public engagement from October-November.

Fairfax County is moving its ActiveFairfax plan forward through public engagement. The plan is on the website.

The City of Fairfax is developing its safety action plan and pedestrian master plan.

VDOT central office is taking final comments on the statewide bicycle facility inventory, which will be released in October. In addition there is a statewide sidewalk inventory that

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will also include crosswalks on Virginia owned or run roadways. It will be released in January. One of the roadway reconfiguration studies is Braddock Road at the Potomac Heritage Trail crossing. Another is on King Street near Alexandria City High School.

National Park Service is updating its 2016 Paved Trails Study.

The Potomac Heritage National Scenic Trail will host a round table meeting on October 9 to discuss its organizational framework. A meeting will occur in Southern Maryland on October 15, where they will discuss shifting the emphasis from roadways to off-road rail trails.

4. Maryland Bicycle and Pedestrian Priority Areas

Molly Porter spoke to a Powerpoint on Bicycle and Pedestrian priority areas. MDSHA is accepting grant applications through October 17. Ms. Porter provided contact information to submit grant applications.

Mr. Farrell said that the BPPA's have been around for a while. These local plans work well with some of our own technical assistance programs such a transportation-land use connections programs. Meg Young agreed that they were a good way to start the conversation on how to improve walk and bike access in these areas.

5. Maryland State Transportation Trails Strategic Plan

Meg Young briefed the Subcommittee on the 2025 [Maryland State Transportation Trails Strategic Plan](#) and interactive website. Meg spoke to a Powerpoint. For a deeper dive, see the links to a recent webinar.

Maryland's statewide Transportation Trails strategic plan was released on September 4, 2023. It updates the 2009 trails plan and supports the 2024 bike-ped master plan.

Transportation trails connect to the transportation network and are primarily ADA accessible.

Survey results indicated strong public support for expanding trail networks across Maryland. The project involved a diverse advisory committee and aims to enhance local partnerships for trail implementation.

The interactive Trails database will be regularly updated to track planned and potential trail projects. The plan includes toolkits to address building support, funding, and maintaining transportation trails. Each of the toolkits feature three case studies.

The survey asked whether people walked, biked, or drove to trails. 54% drove to trails. Survey respondents were asked about barriers to walking to trails.

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Laurel Hammig asked Mike Farrell to what extent Maryland's transportation trails interact with the National Capital Trail Network. Is it the same network? Will we incorporate their annual updates into the National Capital Trail Network. Mr. Farrell replied that they don't directly interact, but they do overlap significantly. The C&O towpath, the WB&A, and many others. Meg Young said that their goal was to update the Maryland network significantly. For example, when Prince George's County adopts GoPrinceGeorge's, the trails in that plan will be added to the Maryland map. The outreach for that will probably start in January.

Mr. Farrell said that he hoped that there could be a productive relationship since we are looking at an update of the National Capital Trail Network. While the National Capital Trail Network is a prioritized network that is not intended to be comprehensive of all transportation trails in the region, or to change very much, the kind of information gathering that Maryland is doing for this map could be valuable for updating the National Capital Trail Network. For example, if a planned stream valley trail that is part of the National Capital Trail Network is removed from the County plan because it has proven infeasible, then it should also be removed from the National Capital Trail Network.

6. Montgomery County Safe Streets Acts

Wade Holland briefed the Subcommittee on the implementation of the County's Safe Streets Act, legislation which focuses on enhancing pedestrian and bicyclist safety, particularly near public schools. Mr. Holland spoke to a Powerpoint.

County Programs ensure accessibility for all users, with recent improvements in pedestrian safety measures. New laws mandate installation of "No Turn on Red" signage and leading pedestrian intervals at designated intersections.

Studies show "No Turn on Red" may not significantly reduce crashes, while leading pedestrian intervals can reduce pedestrian vehicle crashes by 13%.

Montgomery County is expanding automated traffic enforcement to enhance road safety and address speeding and distracted driving issues, while collaboration between education and engineering teams enhances Safe Routes to Schools initiatives in Montgomery County.

Meg Young asked about which engineering teams carried out the walkshed analyses. The walksheds were defined by the schools.

7. Other TPB Program Updates

Mr. Farrell noted that we have some funds available for the Bike Ped Plan update, but the details of the consultant tasks have not yet been worked out.

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The June Micromobility workshop was productive and came up with answers at a time when there was demand for them. The results are posted on the website.

Major achievements for the FY 2025 Street Smart include the new creative, Life Ahead, which got 50% campaign recognition in the evaluation survey, and a very strong donated media element including Fairfax County transit.

For FY 2026 there will be some significant changes. The incumbent consultant, Sherry Matthews Marketing, did not win the re-bid, and the new consultant is the Hatcher Group. The Hatcher Group cannot do any work before October 1st, so the hand-off will have to happen then. Hopefully it will be go smoothly.

Visualize 2050, the regional transportation plan, as well as the Transportation Improvement Program and the Air Quality conformity will enter a public comment period this Fall, from October 23 – November 5. Additional information will be provided in follow-up emails.

8. Announcements and Other Business

The Subcommittee will need a new Chair for FY 2026. We rotate the Chairmanship annually between the National Park Service, WMATA, and the three States. It is Maryland's turn to provide a Chair. If no one in Maryland wishes to serve we can move on to the next State.

We rotate Chairs annually for two reasons. One, to keep the commitment limit and manageable. And the other is to get diverse perspectives, organizationally and geographically.

The Chair can either be from the State DOT, or from one of the larger Counties. The small jurisdictions typically have too few staffers.

Mr. Farrell asked the group to share their experiences at NACTO. Mr. Farrell said that his two favorite workshops were the Capital Bikeshare workshop off the Met Branch Trail and the Rock Creek Trail tour. The fact that they're doing all the maintenance off of e-bikes rather than with motor vehicles speaks to the success of the regional bike network, as well as to the success of the introduction of e-bikes. Another good workshop was the Rock Creek Trail, which was built by DDOT on National Park Service property, with discussion of the evolution of that relationship. Ms. Young said she greatly enjoyed the conference. Baltimore did a tour of its TOD's. Mr. Yowell mentioned a street mural walkshop, which could be applied to Metro stations. Ms. Jennings mentioned her tour of traffic gardens in the District of Columbia.

Mr. Farrell asked whether the Subcommittee was interested in sponsoring NACTO Bike Design Guide workshops that would be open to all TPB member jurisdiction staff. NACTO

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has been holding a series of such workshops which are open only to NACTO member jurisdiction staff.

Many of the people who worked on the NACTO guide are in the Washington region.

Anne Welch of DDOT said that DDOT staffers had signed up, and groups of staffers were viewing them in conference rooms. DDOT will attend all five of the workshops. AASHTO is also holding workshops on their new guide.

Mike Farrell asked Anne if she had any contacts at NACTO that she should refer him to.

The workshops included both lecture style sessions that lend themselves to webinars, while others are more of a small group format.

Adjourned