Agenda

• Welcome/Introductions/Approval of Minutes
• Moment of Silence for Kim Lamphier
• MDOT Regional Introduction
• Bicycle & Pedestrian Planning at the MPO Level in the Washington, DC Region – Mike Farrell
• National Capital Trails Coalition
• State Agency Updates
Presenters

Mike Farrell – MWCOG

Katie Harris – National Capital Trails Coalition
REGIONAL BICYCLE AND PEDESTRIAN PLANNING

At the Metropolitan Washington Council of Governments:

Major Recent and Ongoing Activities

Michael Farrell
Senior Transportation Planner

Maryland Bicycle and Pedestrian Advisory Committee
Item #3
October 25, 2019
Bicycle and Pedestrian Subcommittee of the TPB Technical Committee

- Jurisdictional/Agency Bike/Ped Coordinators, Advocates
- Meets every two months
- Forum for information sharing
  - High participation
  - Sponsors professional development workshops 2X per year
- Advises TPB Bike/Ped Planning
  - Long Range Transportation Plan
  - Bike/Ped Plan
  - Street Smart Ped/Bike Safety Campaign
  - Specific projects/TIP amendments on request
  - Other TPB Planning Areas (Access for All, Commuter Connections, Citizens Advisory Committee, Public Transportation Subcommittee, etc.)
2018 Long-Range Plan

- UNFUNDED ELEMENT
- ASPIRATIONAL ELEMENT
- CONSTRAINED ELEMENT
Aspirational Initiative #6: Improve Walk and Bike Access to transit

- The TPB will approve a list of transit station areas that will be regionally prioritized for pedestrian and bicycle improvements.
- Selection factors:
  - “Places, not projects”
  - “Regional balance, local priorities”
  - Hard to access by foot and bike
  - Demand – population/employment density
  - Vulnerable populations/equity emphasis areas
Aspirational Initiative #7: Complete the National Capital Trail

“The NCT is compelling because it is simple, understandable, and refrains from trying to be overly ambitious or inclusive of all trails in the National Capital Region or broader region.”

-NPS Paved Trails Plan, 2016

Mount Vernon Trail (BeyondDC, flickr.com)
National Capital Trail

- 60 total miles total
- 21 miles unconstructed
- 3 miles need upgrading
Evolution of an Idea

- 1990: National Park Service *Paved Recreation Trails of the National Capital Region*
- 2014: TPB Bicycle Beltway
- 2016: National Park Service’s *Paved Trails Plan*
- 2018: Capital Trails Network
People and Jobs Served

Within 1/2 mile of the National Capital Trail:

- 36 Activity Centers
- 26 Metro Station
- 817,983 jobs
- 498,161 people

<table>
<thead>
<tr>
<th>Buffer</th>
<th>Activity Centers</th>
<th>Metro Stations</th>
<th>Employment</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/2-mile Buffer</td>
<td>36</td>
<td>26</td>
<td>817983</td>
<td>498161</td>
</tr>
<tr>
<td>2-mile Buffer</td>
<td>57</td>
<td>58</td>
<td>1254344</td>
<td>1365260</td>
</tr>
</tbody>
</table>
TPB calls for Expansion

• In Fall 2018, TPB Bicycle and Pedestrian Subcommittee recommended that the National Capital Trail be expanded to cover the entire TPB footprint

• Capital Trails Coalition urged the TPB to incorporate its newly adopted Capital Trails Network into Visualize 2045

• In December 2018, TPB adopted Resolution TPB R20-2019, which directed TPB staff to:

“Expand the TPB-endorsed National Capital Trail to provide connectivity to other major trails in the region thereby creating a regional trail network that extends into all TPB member jurisdictions, by building on previous work done by TPB and others, and to report on progress by end of June 2019...”
Building on Previous Work

• TPB staff participated in four years of planning and consensus-building with the Capital Trails Coalition

• REI-funded 1.5 full time equivalent staff, housed at Washington Area Bicyclist Association and at Rails to Trails

• Vision: A continuous network of “all-ages, all-abilities” long distance multi-use trails, covering the entire region, connecting people to jobs, transit, and nature.
Selection Criteria

- Long-distance, regional trail network
  - Many local trails will not be included

- Accessible for “All Ages and Abilities”

- Off-Street Multi-Use Paths:
  - 10’+ wide for new construction.
  - 8’ minimum for existing facilities
  - Narrower in short segments if design constrains
  - Paved, or firm surface such as crushed limestone

- On-street:
  - Protected from moving traffic (i.e. parked cars, curb, flexposts)
  - Short unprotected connections where necessary

- Designed for non-motorized use

- Connectivity
  - Directly connected to the regional network
  - Suitable for both transportation and recreation

- Existing or Planned Facilities are acceptable
  - Planned facilities must be in an approved plan
Progress to Date

• Coordination/Planning
  • B/P Subcommittee
    • Endorsed Capital Trails Coalition Network – March 19
    • Endorsed Criteria for Network Inclusion – May 21

• Site Visits
  • Capital Trails Coalition – March 8
  • Frederick County/City – April 30
  • Prince William/Manassas/Manassas Park – May 2
  • Loudoun – May 13
  • Charles – Met at COG, June 7

• Data Gathering/Mapping
  • GIS data gathered from all the major jurisdictions
  • Draft map created
Draft Map

http://mwcog.maps.arcgis.com/home/webmap/viewer.html?webmap=6ae715a6feff48448b000db1f2107aa2
Schedule/Next Steps

• Vet Draft Network – November
• TPB Adopts Final Network – December/January

• Benefits of Adoption
  • Use as tool for TLC and TAP project selection
  • Potentially seek other funding (e.g., TIGER)
  • Encourage local, state, and private funding
  • Could use long-range plan funds to analyze, promote

• Follow-on Effort: Update of the regional Bicycle and Pedestrian Plan
Bicycle and Pedestrian Plan for the National Capital Region

• Last updated in 2015
• Update delayed in favor of expanding the National Capital Trail

• Purpose:
  • Big picture pedestrian and bicycle trends, policies and projects in the region
  • 25 year time frame
  • Measure progress by tracking completion of bike/ped projects since the last update

• Static, Paper and PDF-oriented

Bicycle and Pedestrian Plan for the National Capital Region

January 2015

National Capital Region Transportation Planning Board
Bike/Ped Plan Update

• Goal: A visual, on-line, map-based plan.
• Database of major Bicycle and Pedestrian Projects is the core of the plan
  • Last updated in 2014
  • Originally designed (2006) as a list of projects with no associated GIS layers
  • Each jurisdiction or agency has a contact person
  • Cumbersome data entry

• National Capital Trail effort can help us get GIS shapefiles associated with each project
  • Frederick County will put a checkbox on the GIS data they provide so that projects that should be in the regional bike ped plan (i.e. larger projects) can be their own layer in the map.
Street Smart Ped/Bike Safety

- Education through Mass Media
  - One media campaign for one media market
  - http://bestreetsmart.net

- Concentrated waves of Gas Station, Transit, TV and Internet advertising designed to change driver, pedestrian, and cyclist behavior
  - Fall and Spring Waves

- Since Fall 2002

- Supported by concurrent law enforcement
  - Enforcement Workshop September 27

- Advisory Group

- Funded by:
  - Federal funds administered by DC, Maryland, and Virginia
  - WMATA, DC local funds
  - TPB Member Governments - COG dues (63k)
  - FY 2020 Budget – $800k for consultant, ad placement
Fall Campaign

- Launch Event: Monday, October 28 at 10:30 a.m.
  Florida Avenue NE @ 12th Street NE, Washington, DC
- Enforcement: Month of November
- Media Tour
- Enforcement Activations: November-December
- Paid media: outdoor, online, television
- Outreach – VR Events

Testimonial videos:
- Nick / Georgette - https://youtu.be/2Mz3tX5BoRk
- Ren - https://youtu.be/-aslK1T6oDM
- Gwen / Christina - https://youtu.be/ym3MLqBabzk
Dockless Mobility Workshops

Goal:
• Share information on evolving practices

Attendance:
• DDOT, Arlington County, Montgomery County, and City of Baltimore
• Interested agencies, consultants, dockless operators, and members of the public
• Transportation Planning Board Access for All Committee Chair

Workshops were held
• May 31, 2018
• October 31, 2018
• May 30, 2019
• Next workshop: December 9, 2019
Bike to Work Day

• Annual event
• 20,000 riders
• 115 pit stops in DC, MD, and VA
• Sponsored by Commuter Connections and the Washington Area Bicyclist Association
Governor Harry Nice Bridge Bike/Ped Accommodation

- TPB sent a letter to the Maryland Transportation Authority in Fall 2018 recommending a barrier-separated bike/ped facility on the replacement Governor Harry Nice Bridge, which carries US 301 over the Potomac River
  - Safety of the shared lane option, and its inconsistency with the regional Complete Streets policy were major concerns.

- TPB approved adding the Nice/Middletown Bridge to the TIP in July 2019
  - MDTA will report estimated costs of the two design alternatives in December
Next Steps/Proposed Activities for 2020

• Identify Priority Station Areas for Bike/Ped Access

• Complete National Capital Trail Network
  • Analyze/promote the network
  • Develop a Regional National Capital Trail Network map

• Update the Bicycle and Pedestrian Plan for the National Capital Region

• Ongoing:
  • Street Smart
  • Bike to Work Day
  • Workshops
Michael Farrell
Transportation Planner
(202) 962-3760
mfarrell@mwcog.org

Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002