THE UNIVERSITY OF NORTH CAROLINA
HIGHWAY SAFETY RESEARCH CENTER

# National Capital Region (NCR) Trail Monitoring and Analysis Program

# Annual Report

## Report No. 4

December 2025

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**In response to:**

National Capital Region National Park Service

# Introduction

The National Park Service (NPS) needs to understand trail travel patterns and usage to better serve visitors. This includes those visiting on foot and by bicycle. Other local agencies around the Capital Region seek to quantify pedestrian and bicyclist travel in the region too. This project addresses these needs by providing a centralized database and dashboard to house and manage existing and future trail count data from various jurisdictions, where all can access it in a standard format. The project not only manages and maintains the data but also encourages collaboration between agencies through quarterly meetings between NPS and local and regional agencies. In addition, the project produces quarterly and annual reports on travel patterns and monitoring system expansion, validation and maintenance and engages university partners in research activities including network volume estimation using emerging datasets.

This report is the fourth of our annual reports. It follows the template developed in previous years, and we continue to seek input from NPS and project partners on the type of summaries provided and the way the information is presented, to guide our future reports and efforts to automate reporting.

The report contains two sections a summary of work done during the past year by task, and an appendix with a

- data summary
- inventory of counters

The data summary lists counters and their volumes for 2018-2024 for six main trail corridors: C&O Canal Trail, Capital Crescent Trail (Georgetown), Anacostia River Trail, Mount Vernon Trail, Rock Creek Trail, and Washington & Old Dominion Trail as well as bridge counters. Summary tables include an inventory of all counters in the region as of August 2025, including name and status of whether they have been uploaded to BikePed Portal yet. Summary graphs of volume per month by trail corridor are provided for 2024 as well as a summary table of peak hours by count location. Maps of count sites by mode show 2024 pedestrian and bicycle traffic volumes relative to other sites on the trail corridors.

# Work Done in Year 4 (Aug. 2024 to Aug. 2025)

Below is a summary of work done by Task Area:

1. Jurisdiction Coordination
2. Maintenance of Automated Counters and Siting New Counters
3. Enhancements to Shared Regional Database and Public Dashboard and Data Monitoring
4. Analysis and Reporting
5. Exploration of Big Data Procurement and Analysis
6. Install Counters

## Task Area 1. Jurisdiction Coordination

Quarterly Meetings. The team hosted four quarterly meetings (October 22, 2024, January 24, 2025, April 24, 2025, August 6, 2025). Notes and presentations from the meetings are posted in the "Quarterly Meetings" folder on the "NCA Trail Count Program" Teams account or if that was not possible, they were emailed to NPS.

Monthly Meetings. The team held monthly meetings with the National Park Service (NPS) and DDOT and other special meetings as necessary. Notes from these meetings are now posted in the "Monthly Progress Meetings" folder on the "NCA Trail Count Program" Teams account or if that was not possible, they were emailed to NPS.

In addition, HSRC staff responded to emails from NPS staff throughout the year and met with regional partners. Graduate students also presented their work at the January 2025 Transportation Research Board, Bicycle and Pedestrian Data Joint Subcommittee Annual Meeting.

## Task Area 2. Maintenance of Automated Counters and Siting New Counters

From August 2024 to August 2025, the Virginia Tech team collected video recordings of 11 counter locations for validation purposes. In addition, the VT team re-validated 9 counter locations that did not go through any significant change to observe the change of correction factor over time, which included counters validated after one and two-year intervals. Counter locations were also validated across the year to understand the impact of seasons on correction factors.

From August 2024 to August 2025, the VT team pre-validated 17 counters, of which 7 did not pass the pre-validation procedure. The reasons for counters failing the pre-validation procedure included sensitivity issues (e.g., counting bicyclists as pedestrians), damaged bicycle loops, and undercounting bicyclists. Based on the recent study on the application of correction factor to reduce error, the VT team adopted a new criterium to identify if a counter passes the pre-validation process or not. According to the new determination, a counter passes the pre-validation step if the overcounting or undercounting percentage error is within 50% based on the aggregated on-site count.

*Table 1 - Summary of validation results*

| Number | Counter Name | Total Validated Hours | Mode | Average Hourly Count[a] | MAPE (Error)[ab] | Adjustment Factor-Rater | Adjustment Factor countCLOUD | Passed/ Failed[c] | Comments |
|---|---|---|---|---|---|---|---|---|---|
| **1** | River Terrace | 35 | Bicycle | 12 | 13.9% | 1.03 | 0.95 | Passed | |
| | | | Pedestrian | 12 | 20.9% | 1.11 | 1.00 | Failed | Low R^2 Value |
| **2** | Kenilworth | 43 | Bicycle | 23 | 21.9% | 0.91 | 1.06 | Passed | |
| | | | Pedestrian | 7 | 61.6% | 0.46 | 0.47 | Failed | High error rate |
| **3** | Deane Avenue | 35 | Bicycle | 25 | 11.1% | 1.09 | 1.06 | Passed | |
| | | | Pedestrian | 6 | 58% | 0.72 | 0.61 | Failed | High error rate |
| **4** | Theodore Roosevelt Island Bridge | 37 | Bicycle | 6 | 15% | 1.00 | 1.05 | Passed | |
| | | | Pedestrian | 10 | 22.5% | 1.16 | 1.20 | Passed | |
| **5** | Theodore Roosevelt Island | 43 | Bicycle | 63 | 9.4% | 1.06 | 1.10 | Passed | |
| | | | Pedestrian | 71 | 9.4% | 1.04 | 1.08 | Passed | |
| **6** | Waynewood Blvd (old) | 30 | Bicycle | 6 | 44.5% | 0.84 | 0.97 | Failed | Counter unavailable |
| | | | Pedestrian | 17 | 38.7% | 0.71 | 0.84 | Failed | |
| **7** | P- Street | 44 | Bicycle | 16 | 10.5% | 0.94 | 1.06 | Passed | |
| **8** | Pierce Mill | 30 | Bicycle | 21 | 21.9% | 0.91 | 0.96 | Passed | |
| | | | Pedestrian | 51 | 10.7% | 0.95 | 1.01 | Passed | |
| **9** | Shoreham Drive | 30 | Bicycle | 65 | 16.5% | 0.88 | 1.06 | Failed | High number of bypass events |
| | | | Pedestrian | 101 | 11.2% | 1.06 | 1.26 | Failed | |
| **10** | Piney Branch | 36 | Bicycle | 2 | 35.5% | 0.78 | 1.03 | Failed | Less than 100 bike |
| | | | Pedestrian | 11 | 6.4% | 1.01 | 0.99 | Passed | |
| **11** | Lock 5 | 27 | Both | 18 | 38.4% | 0.74 | - | Failed | Low R^2 value |
| **12** | Lock 8 | 40 | Both | 30 | 22.5% | 1.32 | 1.30 | Passed | |
| **13** | Mulebridge Counter | 30 | Both | 95 | 11.6% | 0.93 | - | Passed | |
| **14** | Key Bridge East | 39 | Bicycle | 26 | 32.5% | 0.77 | 0.96 | Failed | High error |
| | | | Pedestrian | 123 | 12.5% | 1.17 | 1.13 | Passed | |
| **15** | Key Bridge West | 38 | Bicycle | 18 | 40.8% | 0.71 | 0.85 | Failed | High error |
| | | | Pedestrian | 52 | 14.5% | 1.15 | 1.22 | Passed | |
| **16** | Rosslyn Bikeometer | 39 | Bicycle | 14 | 6.2% | 0.98 | 1.03 | Passed | |
| **17** | 110 Trail | 41 | Bicycle | 35 | 14% | 0.90 | 0.97 | Passed | |
| **18** | Memorial Bridge South | 37 | Bicycle | 56 | 8.3% | 0.96 | 0.92 | Passed | |
| | | | Pedestrian | 65 | 14% | 0.99 | 1.04 | Passed | Low R^2 but close to the accepted value |
| **19** | CCC | 38 | Bicycle | 50 | 4.5% | 1.01 | 1.06 | Passed | |
| | | | Pedestrian | 29 | 30.0% | 0.79 | 0.99 | Passed | High error rate but reliable correction factor |

| Number | Counter Name | Total Validated Hours | Mode | Average Hourly Count[a] | MAPE (Error)[ab] | Adjustment Factor-Rater | Adjustment Factor countCLOUD | Passed/ Failed[c] | Comments |
|---|---|---|---|---|---|---|---|---|---|
| **20** | Bluemont Trail | 51 | Bicycle | 16 | 7.5% | 1.03 | 0.97 | Passed | |
| | | | Pedestrian | 64 | 8.1% | 1.08 | 1.09 | Passed | |
| **21** | Custis Bon Air | 40 | Bicycle | 38 | 7.8% | 0.97 | 0.97 | Passed | |
| | | | Pedestrian | 33 | 30.4% | 0.96 | 0.97 | Passed | |
| **22** | Custis Rosslyn | 48 | Bicycle | 67 | 3.8% | 1.00 | 1.04 | Passed | |
| | | | Pedestrian | 39 | 14.7% | 1.20 | 1.18 | Passed | |
| **23** | Columbia Pike | 47 | Bicycle | 61 | 5.8% | 1.03 | 1.06 | Passed | |
| | | | Pedestrian | 41 | 19.1% | 1.03 | 1.05 | Passed | |
| **24** | 14th St Bridge | 44 | Bicycle | 101 | 5.8% | - | 0.96 | | |
| | | | Pedestrian | 13 | 48.1% | - | 0.75 | | |
| **25** | Memorial Bridge North | 38 | Bicycle | 31 | 20.2% | - | 0.87 | | |
| | | | Pedestrian | 42 | 14.8% | - | 1.05 | | |
| **26** | Washington Blvd | 34 | Bicycle | 8 | 19.4% | - | 1.06 | | |
| | | | Pedestrian | 20 | 26.9% | - | 0.95 | | |
| **27** | 110 Trail Combo | 39 | Bicycle | 31 | 7.2% | - | 0.96 | | |
| | | | Pedestrian | 46 | 17.7% | - | 1.13 | | |
| **28** | Four Mile Run | 44 | Bicycle | 29 | 33.8% | - | 1.38 | | |
| | | | Pedestrian | 15 | 57.9% | - | 0.62 | | |
| **29** | Waynewood Blvd (new) | 39 | Bicycle | 8 | 2.6% | - | 1.07 | | |
| | | | Pedestrian | 8 | 9.0% | - | 0.94 | | |
| **30** | Zoo Loop | 43 | Bicycle | 40 | 3.8% | - | 1.02 | | |
| | | | Pedestrian | 62 | 4.6% | - | 1.03 | | |
| **31** | MVT Airport | 44 | Bicycle | 140 | 3.6% | - | 1.00 | | |
| | | | Pedestrian | 41 | 18.1% | - | 1.02 | | |
| **32** | Oxon Run West | 43 | Bicycle | 2 | 14.2% | 0.97 | 1.16 | Failed | Less than 100 bike |
| | | | Pedestrian | 9 | 16.0% | 0.99 | 0.73 | Passed | |
| **33** | RCT Wildwood | 28 | Bicycle | 9 | 10.2% | - | 0.84 | | |
| | | | Pedestrian | 35 | 10.4% | - | 1.14 | | |
| **34** | 11 St NW | 31 | Bicycle | 13 | 36.7% | - | 1.42 | | |
| **35** | 14th St NW | 37 | Bicycle | 5 | 284.9% | - | 0.31 | | |
| **36** | Clarendon | 32 | Bicycle | 23 | 32.72 | - | 1.48 | | |
| **37** | Eads NB | 36 | Bicycle | 5 | 39.0% | - | 1.33 | | |
| **38** | Eads SB | 32 | Bicycle | 6 | 24.7% | - | 1.30 | | |
| **39** | East Capitol St | 42 | Bicycle | 26 | 35.8% | - | 1.56 | | |
| **40** | Fairfax EB | 36 | Bicycle | 9 | 31.8% | - | 1.24 | | |
| **41** | Fairfax WB | 37 | Bicycle | 14 | 37.8% | - | 1.48 | | |
| **42** | Quincy SB | 37 | Bicycle | 3 | 26.7% | - | 1.09 | | |
| **43** | Wharf- Maine Avenue | 38 | Bicycle | 24 | 40.2% | - | 1.48 | | |
| **44** | Wilson Blvd | 36 | Bicycle | 21 | 28.0% | - | 1.38 | | |

| Number | Counter Name | Total Validated Hours | Mode | Average Hourly Count[a] | MAPE (Error)[ab] | Adjustment Factor-Rater | Adjustment Factor countCLOUD | Passed/ Failed[c] | Comments |
|---|---|---|---|---|---|---|---|---|---|
| **45** | Anglers Bridge | 46 | Both | 125 | 32.0% | - | 1.30 | | |
| **46** | Berma Road | 52 | Both | 28 | 35.1% | - | 1.69 | | |
| **47** | Lock 6 | 51 | Both | 14 | 15.7% | - | 0.97 | | |
| **48** | Lock 7 | 48 | Both | 9 | 17.6% | - | 0.98 | | |
| **49** | Lock 10 | 45 | Both | 23 | 22.4 | - | 1.26 | | |
| **50** | Clarendon (after counter update) | 15 | Bicycle | 24 | 25.38% | - | 1.29 | | |
| **51** | Potomac St | 37 | Both | 19 | 33.53% | - | 1.30 | | |
| **52** | Bon Air East | 15 | Bicycle | 75 | 4.33% | - | 1.03 | | |
| | | | Pedestrian | 98 | 13.48% | - | 1.13 | | |
| **53** | Metropolitan Branch Trail | 15 | Bicycle | 131 | 18.49% | - | 1.21 | | |
| | | | Pedestrian | 149 | 13.25% | - | 0.94 | | |
| **54** | Quincy NB | 28 | Bicycle | 3.75 | 33.22% | 1.49 | - | | |
| **55** | P-Street | 30 | Bicycle | 19 | 24.90% | 0.78 | 0.99 | Failed | |
| | | | Pedestrian | 130 | 73.28% | 0.48 | 0.52 | Failed | |
| **56** | Falls Church | 49 | Bicycle | 86 | 7.16% | 1.07 | 1.08 | Passed | |
| | | | Pedestrian | 50 | 19.92% | 0.90 | 0.88 | Passed | |
| **57** | Tulane Drive | 15 | Bicycle | 26 | 20.64% | 1.14 | - | Passed | |
| | | | Pedestrian | 53 | 13.86% | 1.23 | - | Passed | |
| **58** | Arlington Mill | 15 | Bicycle | 24 | 13.04% | - | 0.90 | | |
| | | | Pedestrian | 27 | 27.54% | - | 1.30 | | |
| **59** | Alethia Tanner Park | 15 | Bicycle | 189 | 11.70% | - | 1.13 | | |
| | | | Pedestrian | 213 | 20.42% | - | 1.12 | | |
| **60** | ART at 11th St | 15 | Bicycle | 19 | 13.11% | - | 1.13 | | |
| | | | Pedestrian | 35 | 16.34% | - | 1.16 | | |
| **61** | Theodore Roosevelt Islnad Bridge | | Bicycle | 30 | 9.48% | | 1.10 | | |
| | | | Pedestrian | 9 | 72.77% | | 0.62 | | |
| **62** | Ballston | 15 | Bicycle | 24 | 29.34% | | 1.38 | | |
| | | | Pedestrian | 46 | 6.34% | | 1.02 | | |
| **63** | Oxon Cove 2 | 35 | Bicycle | 0 | 8.57% | | 0.47 | | |
| | | | Pedestrian | 2 | 1,230.26% | | 0.03 | | |

[a] Calculated based on the rater count when rater count was available. Otherwise, based on the countCLOUD count

[b] MAPE: Mean Absolute Percentage Error

[c] We used the following criteria for validation when rater counts were available: (1) an $R^2$ of greater than 0.975 and (i) an $R^2$ value is also greater than 0.975 after censing unusual events (at least 20 data points), (ii) an automated to manual count ratio between 0.7 to 1.3 for Eco-counters and .5 to 1.5 for TRAFx counters or, (2) The error based on automated to manual count ratio should be between 0.85 to 1.15.

Highlighted are counters validated during August 2024- August 2025

## CITIX AI Installation and Validation

During this reporting period, the Virginia Tech team installed and validated a CITIX AI video counter and a tube counter at the 9th Street NW and G Street NW intersection in front of the Martin Luther King Jr. Memorial Library and the National Portrait Gallery/Chinatown Metro Station. CITIX AI was configured with four virtual lines: one along the bike lane (to count bicyclists, pedestrians, and e-scooters), two across adjacent crosswalks, and one for motor vehicle traffic. The team conducted both aggregated and line-specific validations of the CITIX AI and compared the results with the tube counter. Overall, CITIX AI tended to overcount bicyclists and slightly undercount pedestrians in the aggregate. The largest errors occurred on the crosswalk lines, especially the line furthest from the CITIX AI, which was roughly 110 feet from the camera, where bicycle volumes were substantially overcounted and pedestrian counts showed higher error. In contrast, bicyclists on the bike lane were slightly undercounted, and the tube counter slightly overcounted bicycles (about 3%) but exhibited higher overall accuracy than the AI system.

After the initial validation, Eco-Counter updated the CITIX AI algorithm, and the Virginia Tech team repeated the validation to assess performance changes. Following the update, accuracy for bicycle counts in the bike lane declined compared to the first validation, while pedestrian accuracy in the mixed crosswalk environment showed little improvement. However, the magnitude of bicycle errors in the crosswalks decreased relative to the earlier results. The shift in correction factors before and after the software update highlights two key lessons: first, AI-based systems such as CITIX AI should be re-validated after each algorithm update; and second, sensor placement and distance to the counted lines are critical design considerations, particularly in complex, mixed-use urban environments. Table 2 shows the performance comparison of CITIX AI before and after the algorithm updates. Also, Figure 1 shows counter view with the mentioned counting lines.

*Table 2 - CITIX AI validation results before and after the update*

| Location | Mode | Correction Factor | | Percentage Error | | $R^2$ value | |
|---|---|---|---|---|---|---|---|
| | | Before | After | Before | After | Before | After |
| **Bicycle Lane** | Bicycle | 1.06 | 1.18 | -7% | -14% | 0.99 | 0.99 |
| **G-street West crosswalk** | Bicycle | 0.10 | 0.33 | 795% | 227% | 0.63 | 0.71 |
| | Pedestrian | 1.01 | 0.99 | -1% | 1% | 0.99 | 0.99 |
| **9th St NW South crosswalk** | Bicycle | 0.14 | 0.80 | 560% | 20% | 0.64 | 0.58 |
| | Pedestrian | 1.20 | 1.28 | -15% | -22% | 0.93 | 0.98 |

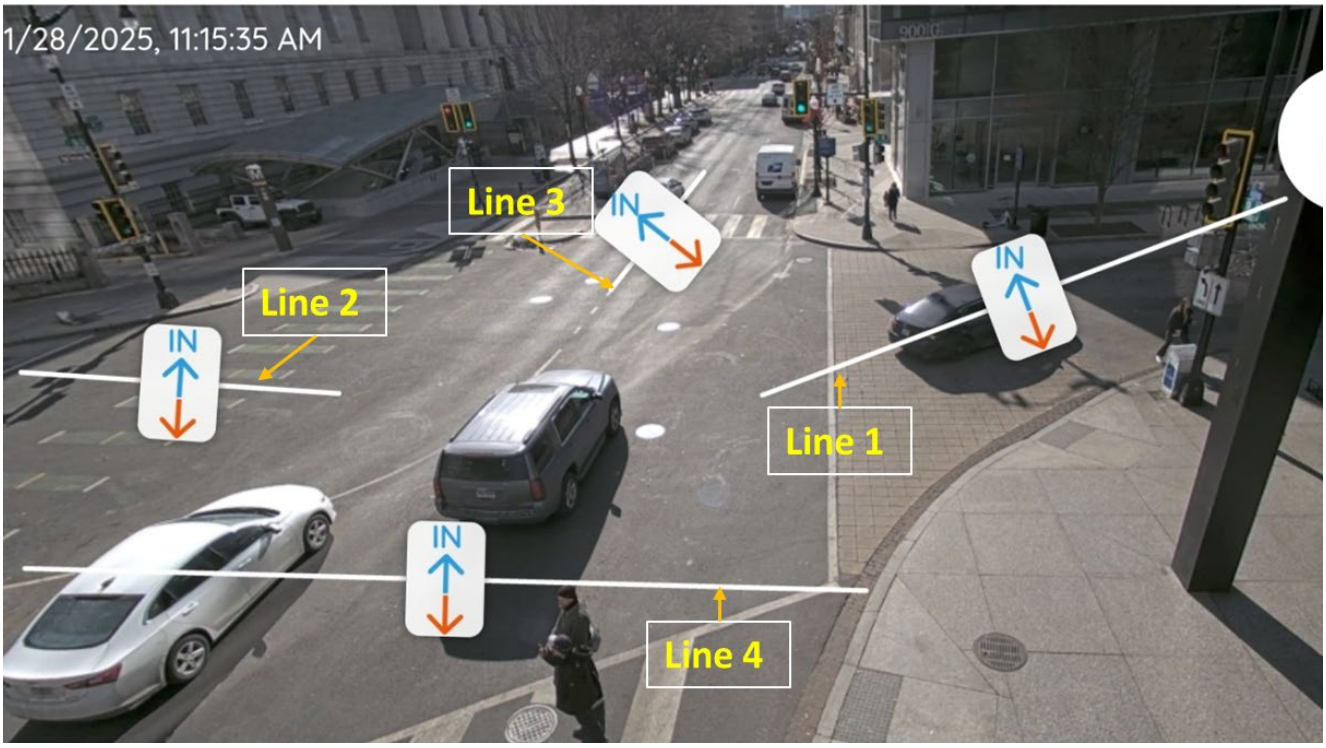



Figure 1: CITIX AI counter view and the lines to count bicyclists, pedestrians, E-scooter users, and vehicles

### Analytical studies on validation and manual count efforts

Virginia Tech used the multi-year validation dataset to identify the minimum number of manual count hours and the most efficient times for data collection, providing guidance on when and how long to collect ground-truth data for automated counters. This work is documented in the article *"Scalable validation of automated bicycle and pedestrian counters: evidence from Washington, DC,"* published in *Transportation Research Interdisciplinary Perspectives (TRIP)*.

**Ongoing work:** *A Data Driven Approach to Identify the Criteria for Applying the Developed Correction Factors to Increase Higher Accuracy*

Building on the validation framework, the Virginia Tech team is analyzing when and where correction factors should be applied to maximize accuracy of automated count data. Preliminary findings indicate that:

- Applying the correction factor substantially reduces error: for bicycle counters, the maximum error decreased from about 170% to about 15%, and 34 of 41 counters had errors below 5% after correction. For pedestrian counters, maximum error declined from about 63% to about 16%.
- The largest reductions in error occurred at counters with strong overcounting or undercounting issues.

When pre-correction error was already below 5%, changes after applying the correction factor were minimal and occasionally negative. As a result, applying correction factors is recommended primarily for counters with more than 5% error prior to correction.

## Task Area 3. Creation of Shared Regional Database and Public Dashboard and Data Monitoring

Portland State University's Transportation Research and Education Center (PSU TREC) now has 102 count sites and their associated data in the BikePed Portal (https://bikeped.trec.pdx.edu/) database:

- 29 TRAFx counters on C&O and Capital Crescent Trails managed by NPS
- 6 Eco-Counters on Rock Creek Park Trail and MVT
- 20 DDOT Eco-Counters
- 2 Alexandria MVT Eco-Counters
- 39 Arlington County Eco-Counters
- 6 Mongomery County Eco-Counters

Of these sites, at least 16 have been retired, but are still kept in BikePed Portal as important historical records of past bicycle and pedestrian volumes.

While the BikePed Portal publicly provides basic online data (counter location, summary graphs and statistics), additional information and features are available to those with accounts. Such accounts were provided to partner agencies. There are four levels of authorization for partner accounts: organization owner, organization user, research, and public. The features available to partners in the BikePed Portal accounts include review and editing quality checks and improved data download functionality.

The TREC team also investigated what announcement categories should be added to the BikePed Portal database to flag data for known events or issues such as construction on the trail, extreme weather events, races, or other organized events, or known maintenance issues, such as battery failure or insect infestation. The team hosted meetings with data users from DDOT and Arlington to identify the categories. This feature has been deployed and is available to data owners and partners who have been given permission to use this feature.

BikePed Portal also includes automated checks for over 48 hours of zero volumes and for over a given number of same value non-zero volumes in a row. Data were also checked manually by HSRC staff. Comparing volumes shows similar AADT values from BikePed Portal and manual calculations. Data owners can accept or reject the automated checks in the BikePed Portal User Interface.

BikePed Portal provides basic information about the count sites including AADT values, graphs of average and AADT volumes overall years for which data are available, over any given year, over any given month, and over any given day of the year by mode and direction of travel.

Current updates to the regional dashboard are available through the public dashboard interface; and through the user login site users have more options and can select data based on either the organizations or regions. Data can also be viewed on the Explore page based on the predetermined geographical location or by state. Additional functionalities to the dashboard are under development, including a user interface to make it easier to add and edit metadata. This feature was originally developed by a capstone computer science class at Portland State University and is being improved and de-bugged by the project team.

This year, BikePed Portal implemented the Explore+ page and MADT calculations that can

be downloaded through the Downloads page. The Explore+ page allows users to visualize total and average daily volumes with several filters (e.g. days of the week, directionality, and travel mode), compare data across multiple segment areas, compare data across multiple years, and visualize data availability. Documentation of the Explore+ page is available on the BikePed Portal Documentation Page.

Additional work this year has been focused on transition to the new Eco-Counter API. Due to substantial changes between the two API versions, changes to BikePed Portal's data architecture have been identified and a new script is under development to pull data using the new version.

### Task Area 4. Analysis and Reporting

Annually and quarterly reports were provided, as well as an annual infographic.

The HSRC team has explored different ways of presenting the count data by count site, trail, and travel type (walk, bike, or both). The results of these analyses were shared informally in presentations to NPS and the larger group of partners. Annualized volume data for 2018-2024 are summarized in this document (see Table 4) and 2024 data are summarized in the maps and graphs in the Appendix.

Note that as stated above, BikePed Portal can plot data on volumes and AADT for a given site using the "Explore" feature across years, by month for any given year, by day for any given month, and by hour for any given day of the year. Such graphs can supplement the summary graphs provided in this report if detailed information on the counter is desired. For those with BikePed Portal accounts, detailed data can also be readily downloaded for further analysis and the Explore+ page provides additional graphs, counter health, and data analysis functionality. For those without accounts, graphs and summary data are available in the Explore page.

### Task Area 5. Explore Big Data Procurement and Analysis

Between August 2024 and August 2025, Virginia Tech advanced from foundational big-data-enabled models to a more operational prediction pipeline for bicycle and pedestrian demand across the Washington, D.C. region. Building on the established AADT-based framework and network-wide estimation map that integrated permanent count data, bikeshare, STRAVA, and census inputs, the team expanded the effort to include Daily Bicycle Traffic (DBT) and Daily Pedestrian Traffic (DPT), with a particular emphasis on developing models that can be applied consistently across the regional trail and on-street facility network.

Over the past year, work focused on enriching and integrating key data sources and features needed for robust demand estimation. The team extracted detailed spatial and census-based variables across multiple buffer sizes around count locations to better capture how proximity and neighborhood context influence nonmotorized volumes. In parallel, processed Google Street View (GSV) imagery was incorporated into the analysis, adding over a hundred micro-scale built environment features grouped into several categories (e.g., land use mix, streetscape elements, greenery, and traffic-related characteristics). These enriched spatial and imagery-based inputs were combined with crowdsourced activity data (primarily STRAVA), bikeshare information, and weather variables, and used to rebuild and refine the modeling framework first explored with Poisson and Negative Binomial approaches.

A major step forward this year was the transition from primarily interpretive, regression-based models to prediction-focused machine learning models for both bicycle and pedestrian daily volumes. The team implemented and tested a unified modeling pipeline that fuses permanent count data with census, weather, GSV, and crowdsourced inputs, and then trained and evaluated multiple models using a consistent set of performance metrics. Results demonstrated that machine learning approaches, particularly XGBoost and Random Forest, provide strong predictive performance for DBT and DPT. Feature-importance analyses and supporting visualizations highlighted the role of emerging data and built-environment indicators (including GSV-derived measures) in improving accuracy. Together, these advances move the big data task from preliminary model development toward a deployable, region-wide estimation tool that can support future D.C. demand estimation and scenario analysis.

## Task Area 6. Install Counters

In preparation for installing seven new counters, repairing the posts and other equipment at three additional existing count sites, and redoing the loops at four sites where bike lanes were moved or paved over, the following actions were taken.

**Preparation for installation of new counters**

- Equipment was inventoried and labeled according to counter locations.
- NCSU ITRE was selected as the contractor.
- Replacement pieces were ordered for recently damaged sites
    - P St rainbird and logger
    - Piney Branch post and SmartConnect
- A change order for contractors to redo loops at 4 sites was issued.
- ITRE applied for permits for installation of counters on NPS property.

**Installation**

- Installed one new combined infrared and inductive loop counter on Met Branch Trail (MBT) at Alethia Tanner Park in June, 2025. This counter also records bicycle and e-scooter speed and records e-scooter counts as well as bicycles and pedestrians.
- Partially installed a bicycle and e-scooter counter at Viriginia Ave in June, 2025. The cuts for the inductive loops were made but wires and loggers will need to be installed later after the utility company has completely cleared the site for digging.
- If NPS permits are received, additional installations will be conducted in September and October.

The map below indicates new installation and repair sites (Figure 2).

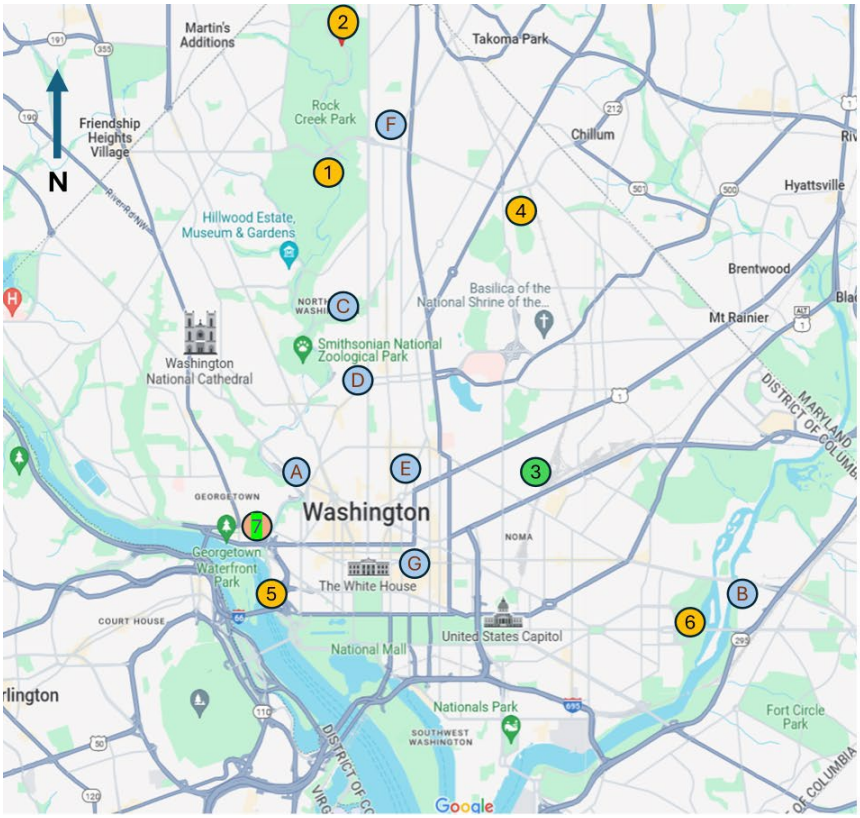



Figure 2: Map of Counters to be Installed or Repaired

## Approximate Locations of New Multi Counters

- 1 ROCR-Beach Drive: US Park Police
- 2 ROCR-Beach Drive: Picnic Grove 10
- 3 MBT: Alethia Tanner Park – Done 6/25
- 4 MBT: Fort Totten
- 5 ROCR: Tunnel under Theodore Roosevelt Bridge
- 6 Anacostia River Trail: West Bank

**Zelt only counter:**

- 7 Virginia Ave NW Cycle Track (bikes only) - Loops measured and cut

## Approximate Locations of Counters to Repair

- A P Street NW @ Rose Park
- B ART – River Terrace
- C Piney Branch Parkway
- D Columbia Road NW
- E R Street NW
- F 14th Street NW
- G 11th Street NW

Key:

- Green circle – Done
- Green number – Partially done
- Yellow circle – New Counter
- Blue circle – Counter to repair or relocate loops

## Aug 2024 – Aug 2025 Highlights

- Used count data combined with census, weather, Google Street View, and crowdsourced inputs to create a model of bicycle and pedestrian travel around the National Capital Region with statistical and machine learning modeling.
- Installed one new combined infrared and inductive loop counter on Met Branch Trail (MBT) at Alethia Tanner Park
- Investigated bicycle and e-scooter speeds at different times of day and found that bicycle speeds were highest on weekday mornings in the downhill direction into downtown at the MBT Alethia Tanner Park site
- Validated 11 counters and created bias correction factors based on this validation
- Tested artificial intelligence (AI) enabled video camera for pedestrian and bicycle counting at an intersection in Washington, DC. Bicyclists were significantly overcounted in some crosswalks but counted with acceptable accuracy in the protected bike lane. Pedestrian counts had reasonable accuracy.
- Performed troubleshooting to revive and improve the accuracy of multiple count sites and catch problems in time to prevent loss of data
- Added bias correction factors computed from validation to our BikePed Portal Database for sites where validation had been conducted. This included determining the time

periods applicable based on when the validation was conducted. For example, if a counter's settings were changed after validation, we corrected only the period before the change.

- Created a new Explore+ page in BikePed Portal that allows users with logins to look at data availability (Counter health) and better view data by data quality levels, mode, direction, total or averaged, for different metrics on different days of the week.
- Used the new BikePed Portal annotations feature to add known events to counter data in the online database.
- Manually checked 2022 through 2024 count data and some other years using BikePed Portal's manual quality checking feature.
- Computed Weekend Weekday Index (WWI) and peak hour volumes at trail count sites where data were available.
- Worked with 4 Virginia Tech students (2 graduate students and 2 undergraduate students) and 14 Portland State University students (12 undergraduate students from two different computer science capstone classes and 2 graduate students).

# APPENDIX

# Data Summary

In this report, we use several standard metrics:

- Monthly traffic, which is more specifically Monthly Average Daily Traffic (MADT).
- Annual Average Daily Traffic (AADT)
- Adjusted AADT which is AADT adjusted using the correction factor computed by Virginia Tech students from their validation study.
- Monthly percent of AADT, which is MADT/AADT or where it is available (adjusted MADT)/(adjusted AADT)
- Weekend/Weekday Index (WWI)
- Peak hour based on the American Association of State Highway and Transportation Officials (AASHTO) Comprehensive Bike Guide, 5th Edition (AASHTO 2024)

## Summary Metrics

MADT, AADT, and WWI as defined below.

Monthly Average Daily Traffic (MADT): For each day of the week for each month in each year for each segment area for each mode, compute MADT (from FHWA-PL-015-008, 201)

$$MADTm,y = \frac{1}{7}\sum_{j=7}^{1}\left[\frac{1}{n}\sum_{i=1}^{n} Vijmy\right]$$

where $V$ = total traffic volume for $i^{th}$ occurrence of the $j^{th}$ day of the week within the $m^{th}$ month, for year y.

n = the count of the $j^{th}$ day of the week during the $m^{th}$ month for which traffic volume is available (a number between 1 and 5)

Annual Average Daily Traffic (AADT):

$$\text{AADTy} = \frac{1}{12}\sum_{m=1}^{12} MADT_{m,y}$$

Where $m$ is the month of the year, $y$

The Weekend/Weekday Index was calculated by average the total weekend volume and the total weekday volume and dividing the Weekend average by the weekday average.

Weekend-Weekday Index (WWI) *(Miranda-Moreno et al. 2013)*

$$WWI = V_{we}/V_{wd}$$

*where:*

*WWI* = Weekend/Weekday Index

$V_{we}$=average weekend daily traffic
$V_{wd}$=average weekday daily traffic

Peak hour is simply the highest volume hour in the available data or that year (AASHTO 2024). This metric can be used in bicycle facility design (e.g., for path width guidance).

## Trail Volumes

Table 4 summarizes pedestrian and bicycle volumes by trail as monthly percent of AADT, which is computed as MADT divided by AADT or, where available, adjusted MADT divided by adjusted AADT. This is followed by three maps showing the trail volumes for 2024 by mode: pedestrian-only, bicycle-only, and combined pedestrian-bicycle traffic, which includes sites where pedestrians are not distinguished from bicyclists and those where pedestrians and bicyclists are counted separately but are added together for inclusion in the map.

The blanks in the AADT columns in Table 4 demonstrate the need for more consistent data collection in order to track change over time. It also shows that all trail sites have higher weekend traffic than weekday traffic (WWI>1) which is associated with recreational travel as expected on these trails. WWI is calculated for 2024.

The trail with the highest volume (bike and pedestrians combined) in 2024 on Table 4 is the Theodore Roosevelt Island Site on the Mount Vernon Trail with a combined AADT of 1,623. However, the table does not include the area bridges across major rivers like the Potomac and the Anacostia. The Key Bridge still appears to be the facility that carries the highest bicycle and pedestrian traffic in the region.

Table 4 includes adjusted volumes, indicated by blue font. This value is calculated by multiplying the AADT raw data by the adjustment factor listed in Table 1, as computed from the validation conducted by Viriginia Tech where available. Not all counters have been validated yet, so not all counters show the adjusted values. We aim to eventually only use adjusted values in order to account for known bias of particular counters.

Data shown in the maps and graphs and the 2022-2024 columns of Table 4 has been manually inspected and suspicious data removed from AADT and MADT metrics. Data from 2021 and before were manually checked by looking at data and graphs in Excel.

*Table 4: Summary of traffic volume for trail*

| Trail | Count Site | Mode | 2018 AADT | 2019 AADT | 2020 AADT | 2021 AADT | 2022 AADT | 2023 AADT | 2024 AADT | 2024 WWI |
|---|---|---|---|---|---|---|---|---|---|---|
| C&O Canal Trail | Dickerson Conservation Park | Both | | | 128 | 76 | 34 | | 53 | 2.3 |
| | Marsden Tract Foot Bridge | Both | | | 290 | 213 | | 175 | | |
| | Lock 10 | Both | | | | 215 | | 225 | 230 | 2.0 |
| | Lock 8 | Both | | | | 342 | 275 | 256 | 264 | 1.6 |
| | Glen Echo | Both | | | 297 | 202 | | | | |
| | Lock 7 | Both | | | | 123 | | | 277 | 4.2 |
| | Lock 6 | Both | 151 | 150 | 289 | | | 257 | 187 | 1.8 |
| | Lock 5 | Both | | | 188 | | 152 | 128 | | |
| | Chain Bridge Access | Both | | | **786** | 297 | | | | |
| Capital Crescent Trail | Capital Crescent | Both | 432 | 320 | | **729** | 569 | | | |
| | Georgetown Mule Bridge | Both | | | **1,758** | **1,612** | **1,395** | | | |
| | Georgetown VC (Level 3 Access) | Both | | | | 343 | 482 | 363 | | |
| Anacostia River Trail | Benning | Bike | | 255 | | | | | | |
| | Benning | Ped | | 87 | | | | | | |
| | Benning | Both | | 342 | | | | | | |
| | Deane Ave | Bike | | 194 | | 346 | 249 | 254 | 236 | 2.4 |
| | Deane Ave | Ped | | 45 | | 61 | 55 | 144 | 107 | 1.4 |
| | Deane Ave | Both | | 239 | | 407 | 304 | 398 | 343 | 2.1 |
| | Kenilworth Park | Bike | | 223 | | 382 | | | 286 | 2.0 |
| | River Terrace | Bike | | 167 | | 306 | 234 | | | |
| | River Terrace | Ped | | 82 | | 172 | | | | |
| | River Terrace | Both | | 249 | | 478 | | | | |
| Mount Vernon Trail | MVT Airport | Bike | **1,459** | **1,872** | **1,737** | **1,238** | | **1,223** | **1,201** | 1.3 |
| | MVT Airport | Ped | | 332 | 508 | 387 | | 362 | 390 | 2.0 |
| | MVT Airport | Both | | **2,204** | **2,245** | **1,625** | | **1,585** | **1,591** | 1.5 |
| | CC Connector | Bike | 510 | 512 | 451 | 388 | 375 | 410 | 396 | 1.1 |
| | CC Connector | Ped | 493 | 476 | 416 | 336 | | 345 | 381 | 1.3 |
| | CC Connector | Both | **918** | **972** | **867** | **724** | | **755** | **777** | 1.2 |
| | 14th Street Bridge | Bike | | **1,487** | **1,133** | **956** | **1,042** | **1,114** | | |
| | 14th Street Bridge | Ped | | 339 | 249 | 245 | 213 | 216 | | |
| | 14th Street Bridge | Both | | **1,826** | **1,382** | **1,201** | **1,255** | **1,330** | | |
| | Theodore Roosevelt Bridge | Bike | | | | | 218 | | 252 | 0.8 |
| | Rosslyn Bridge (was TRI Br) | Bike | **862** | | | | **677** | **682** | **654** | 1.2 |
| | Rosslyn Bridge (was TRI Br) | Ped | | **799** | | | **873** | **931** | **1,012** | 1.7 |
| | Rosslyn Bridge (was TRI Br) | Both | | | | | **1,550** | **1,613** | **1,666** | 1.5 |
| Potomac River Bridges | Arlington Memorial Bridge | Bike | | | | | | **1,037** | **1,065** | 1.1 |
| | Arlington Memorial Bridge | Ped | | | | | **1,421** | | **1,379** | 1.4 |
| | Arlington Memorial Bridge | Both | | | | | | | **2,736** | 1.3 |
| | Key Bridge | Bike | | | | | **885** | **939** | **997** | 1.0 |

| Trail | Count Site | Mode | 2018 AADT | 2019 AADT | 2020 AADT | 2021 AADT | 2022 AADT | 2023 AADT | 2024 AADT | 2024 WWI |
|---|---|---|---|---|---|---|---|---|---|---|
| | Key Bridge | Ped | | | | | **2,635** | **2,905** | **3,060** | 1.4 |
| | Key Bridge | Both | | | | | **3,529** | **3,844** | **4,057** | 1.3 |
| Rock Creek Trail and Vicinity | Peirce Mill | Bike | | | | | 327 | 478 | 518 | 1.7 |
| | Peirce Mill | Ped | | | | | **817** | **885** | **966** | 1.9 |
| | Peirce Mill | Both | | | | | **1,144** | **1,363** | **1,484** | 1.8 |
| | Piney Branch Trail | Bike | | | | | | 101 | 133 | 1.0 |
| | Piney Branch Trail | Ped | | | | | | 260 | 286 | 1.3 |
| | Piney Branch Trail | Both | | | | | | 361 | 419 | 1.2 |
| | Rose Park @ P Street | Bike | | | | | 246 | 217 | 258 | 1.0 |
| | Shoreham Drive | Bike | | | | | | 509 | 550 | 1.3 |
| | Shoreham Drive | Ped | | | | | | **882** | **989** | 1.9 |
| | Shoreham Drive | Both | | | | | | **1,391** | **1,539** | 1.7 |
| Washington & Old Dominion Trail | Bon Air Park East | Bike | **693** | **689** | **717** | **620** | 575 | | | |
| | Bon Air Park East | Ped | | | | | 504 | | | |
| | Bon Air Park East | Both | | | | | **1,079** | | | |
| | Columbia Pike | Bike | | | | | **706** | **727** | **674** | 1.5 |
| | Columbia Pike | Ped | | | | | **646** | **639** | 553 | 1.4 |
| | Columbia Pike | Both | | | | | **1,352** | **1,366** | **1,227** | 1.5 |
| | East Falls Church Park | Bike | | | | | | **836** | **785** | 1.2 |
| | East Falls Church Park | Ped | | | | | | | **768** | 1.1 |
| | East Falls Church Park | Both | | | | | | | **1,553** | 1.1 |
| | <200 AADT | | | | | | | | | |
| | 200-600 AADT | | | | | | | | | |
| | **>600 AADT** | | | | | | | | | |

**Blue** numbers are adjusted figures, taking into account validated data comparisons with recorded data
**Black** numbers are as recorded by the equipment
Blank cells indicate no AADT is available because the counter was not functioning for one or more months**.**

# Pedestrian Counter Map

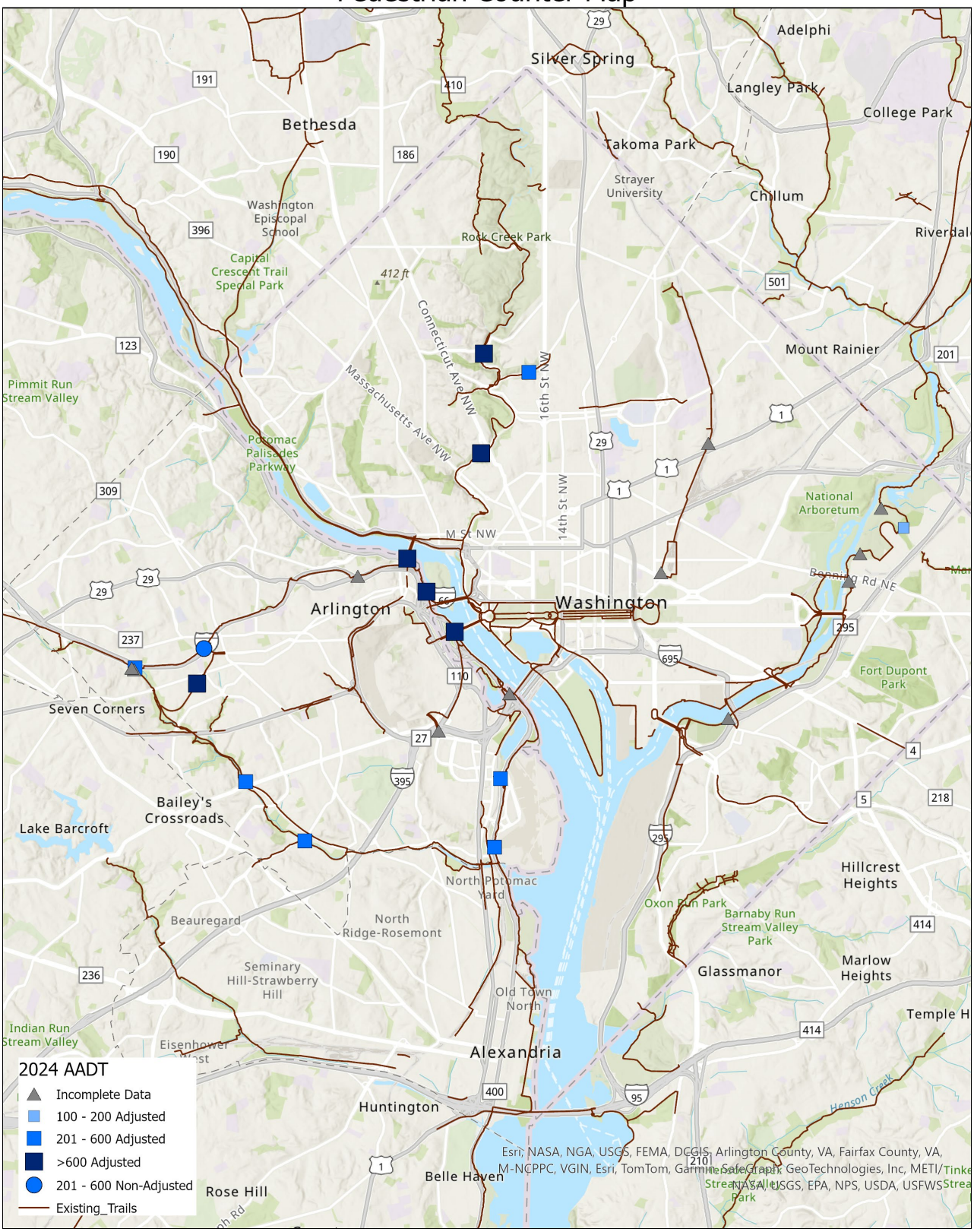



Figure 3: Pedestrian 2024 trail counter volumes

# Bike Counter Map

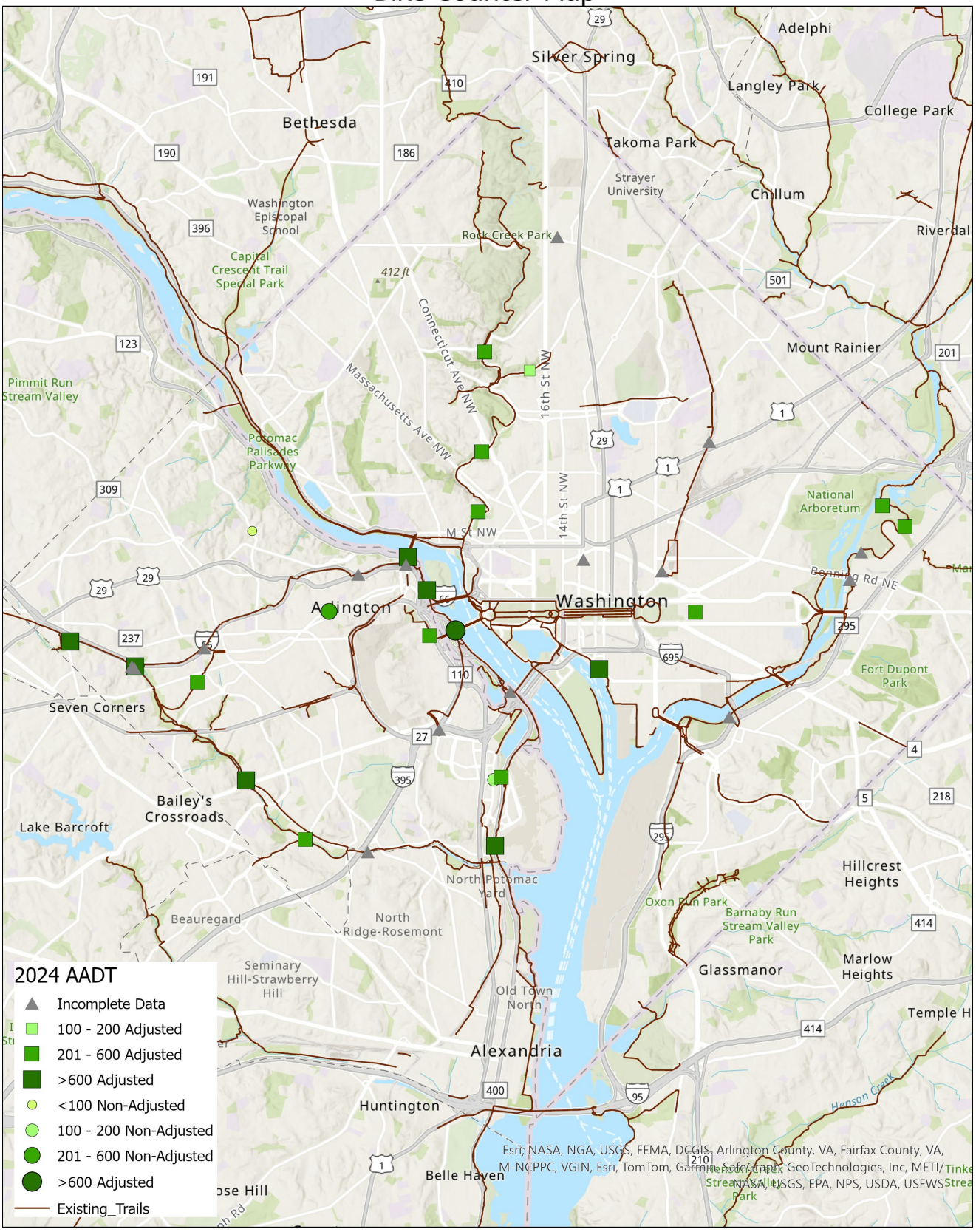



Figure 4: Bicycle 2024 trail counter volumes

# Bike/Pedestrian Counter Map

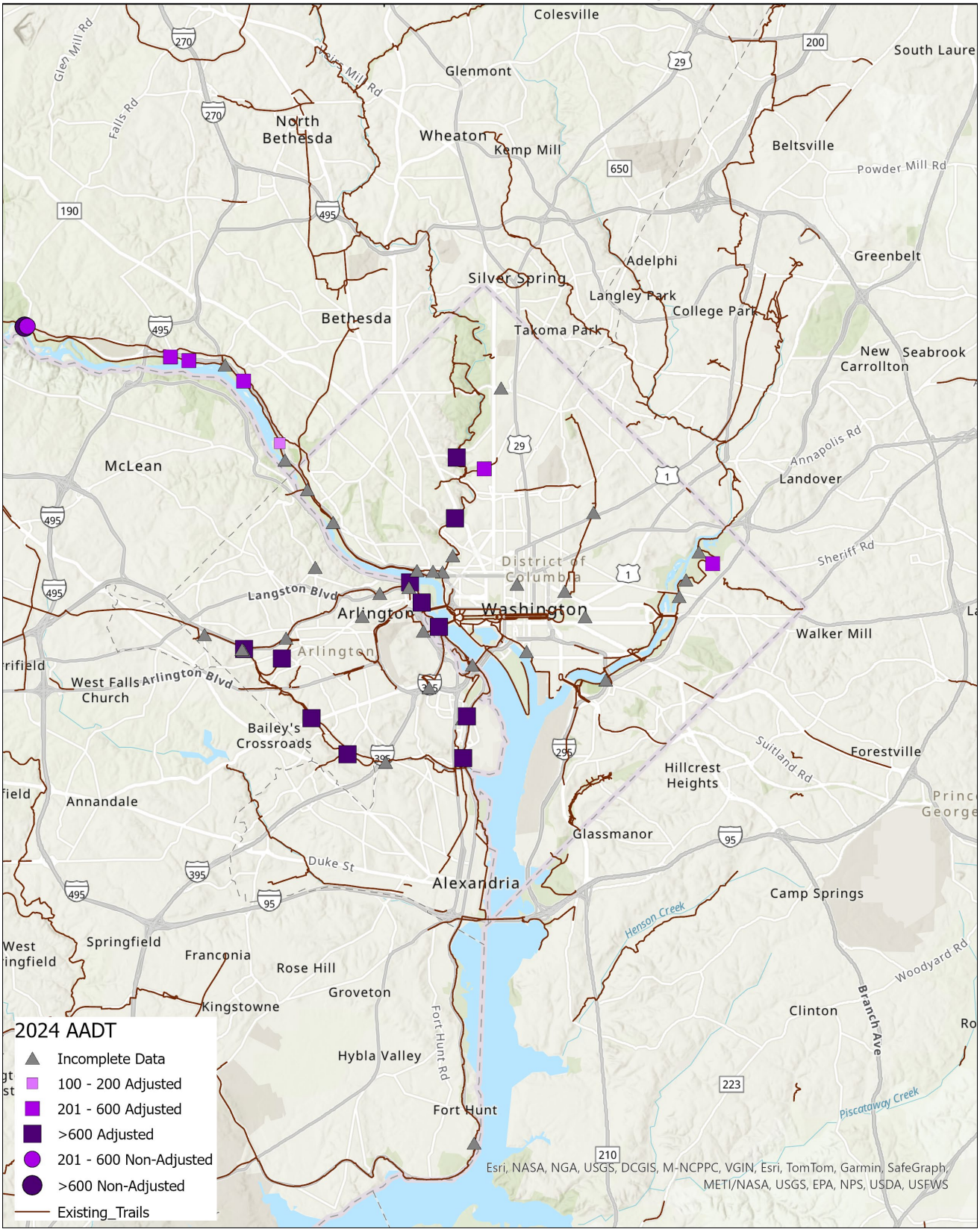
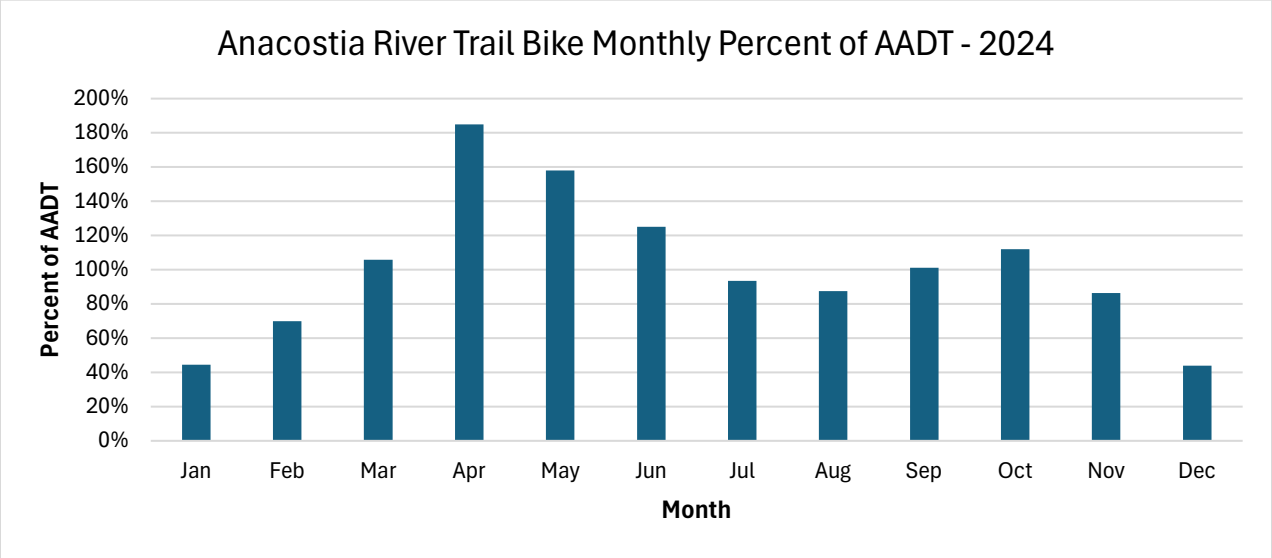



Figure 5: Combined pedestrian and bicycle 2024 trail counter volumes

## Volume Graphs by Month by Trail by Travel Mode

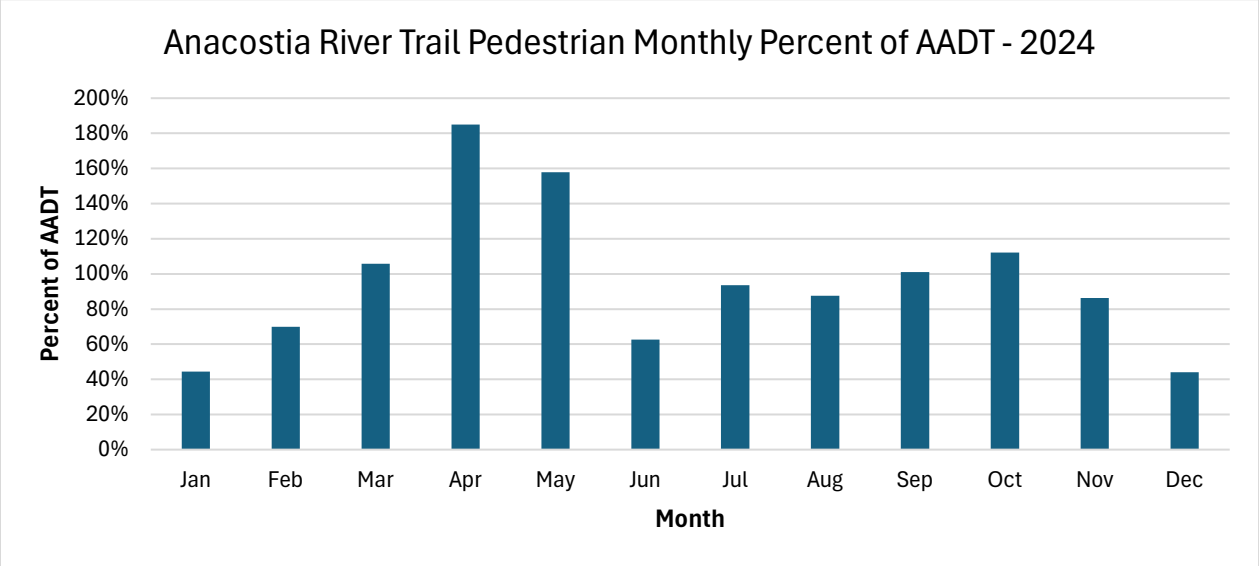
In this section we provide graphs of average trail traffic for 2024 by trail and mode by month as a percent of AADT, which is computed as MADT divided by AADT or, where available, adjusted MADT divided by adjusted AADT. The purpose of these graphs was to determine the seasonality of the travel. They show that traffic is generally highest in summer, but relatively high throughout the non-winter months (March through October). Generally pedestrian travel tends to be less seasonal (more equal throughout the year) than bicycle travel. Data in these graphs include sites where we have at least 11 months of MADT and may include sites not included in Table 4.

### Anacostia River Trail – Bike



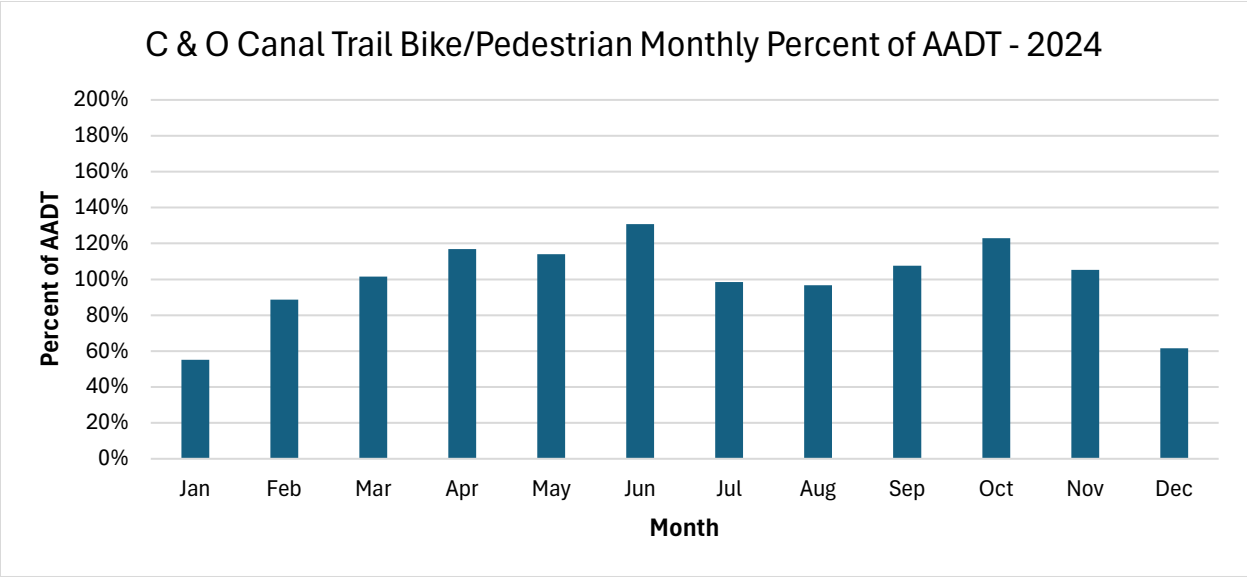

*Data are from Deanne Ave and Kenilworth Park averaged.*

### Anacostia River Trail – Pedestrian



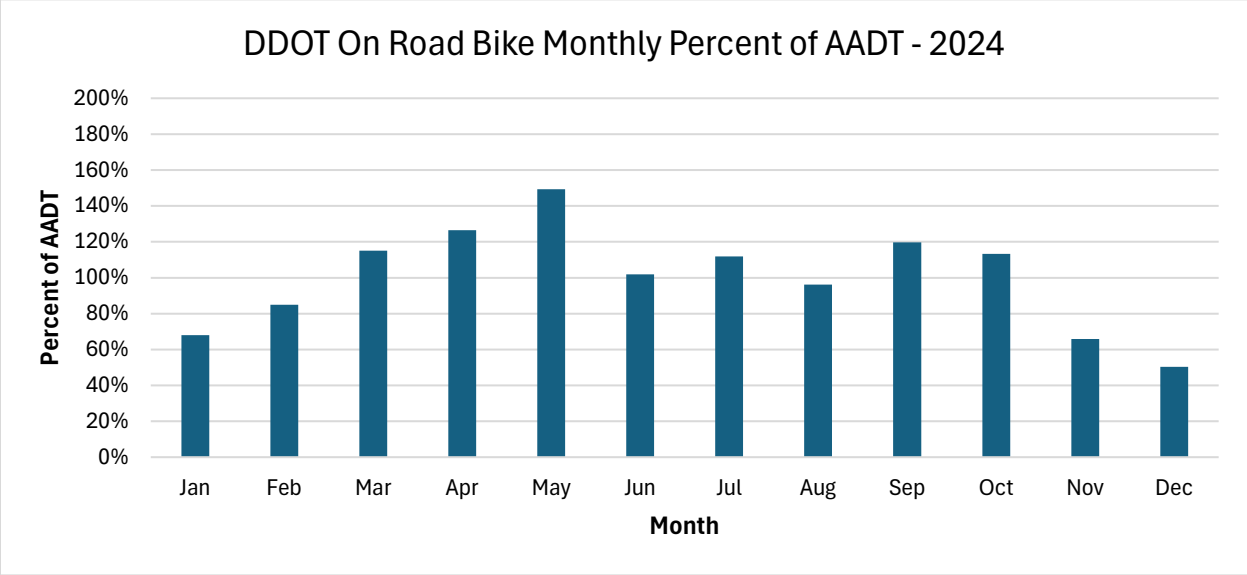

*Data are from Deanne Ave and Kenilworth Park averaged.*

## C & O Canal Trail – Bike/Pedestrian



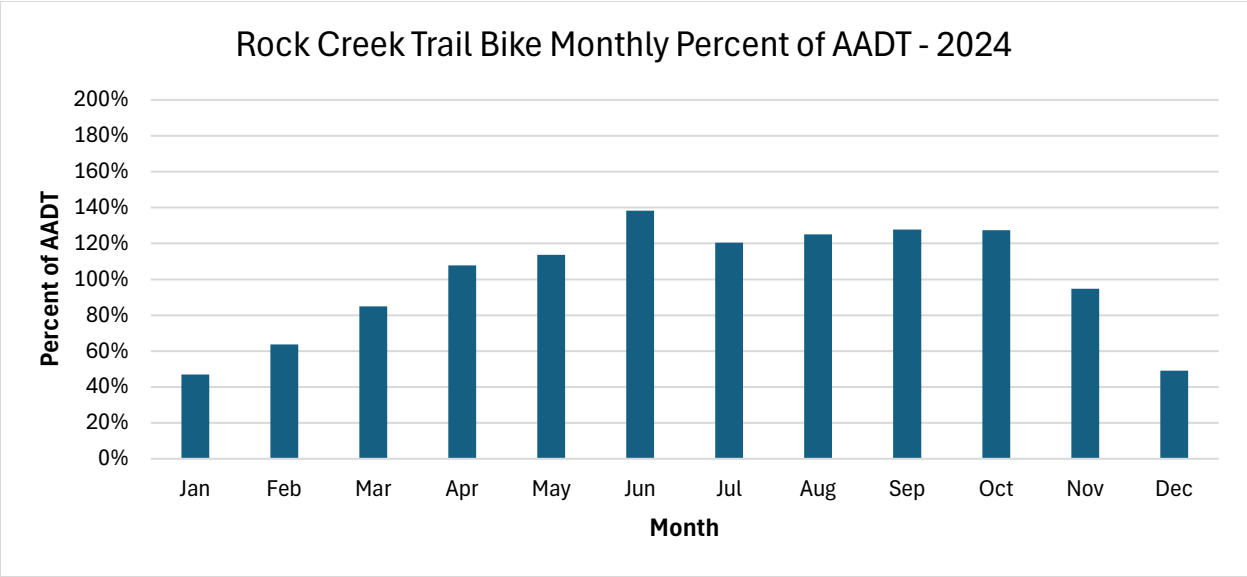

*Data are from Dickerson Conservation Park, Violettes Lock, Pennyfield Lock, Berma Road, Anglers, Lock 6, Lock 8, Lock 10, and Whites Ferry averaged.*

## DDOT On-Road – Bike



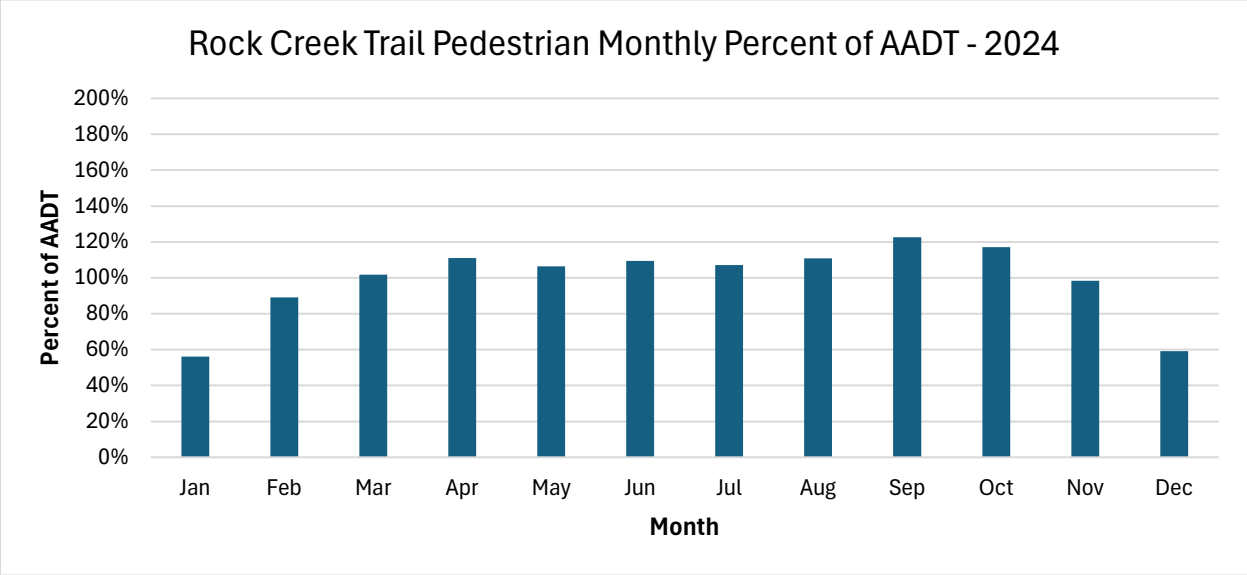

*Data are from 11th St NW, 14th St NW, East Capitol St, and Maine Ave Cycle Track averaged.*

## Rock Creek Trail – Bike



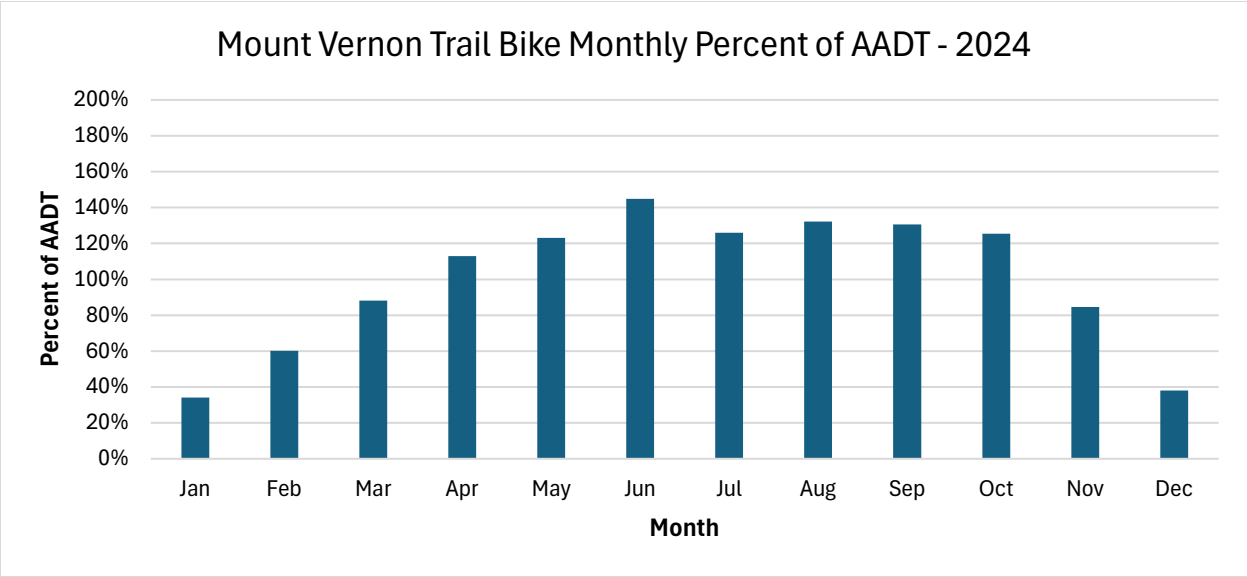

*Data are from Peirce Mill, Rose Park Trail @ P St NW, Piney Branch Trail, and Shoreham Drive averaged.*

## Rock Creek Trail – Pedestrian



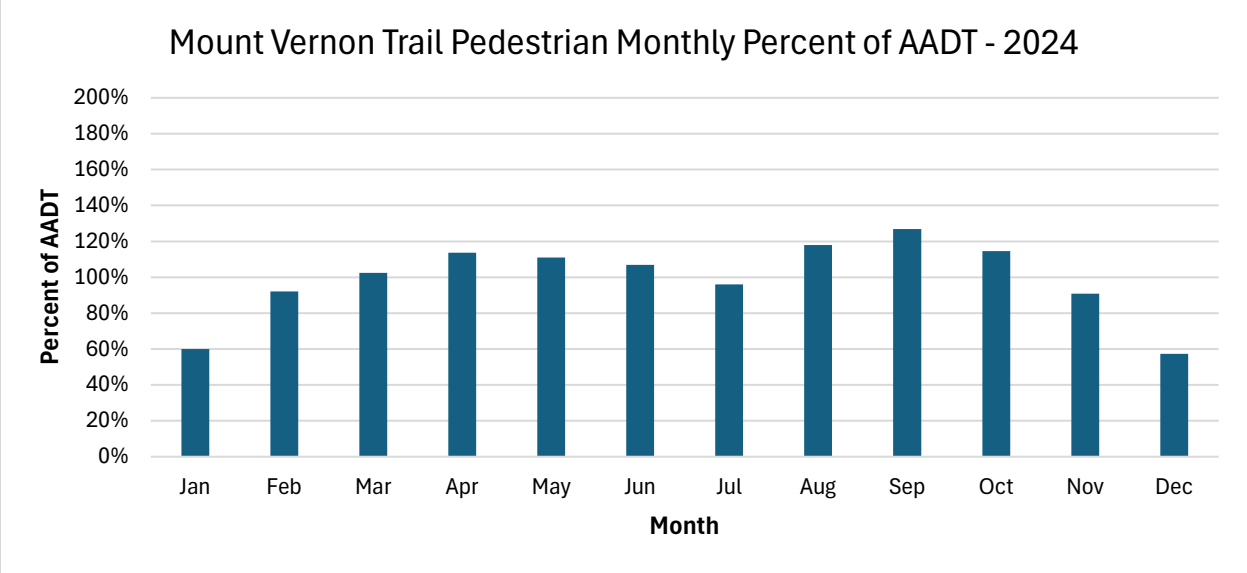

*Data are from Peirce Mill, Piney Branch Trail, Shoreham Drive and Zoo Loop Trail averaged.*

## Mount Vernon Trail – Bike



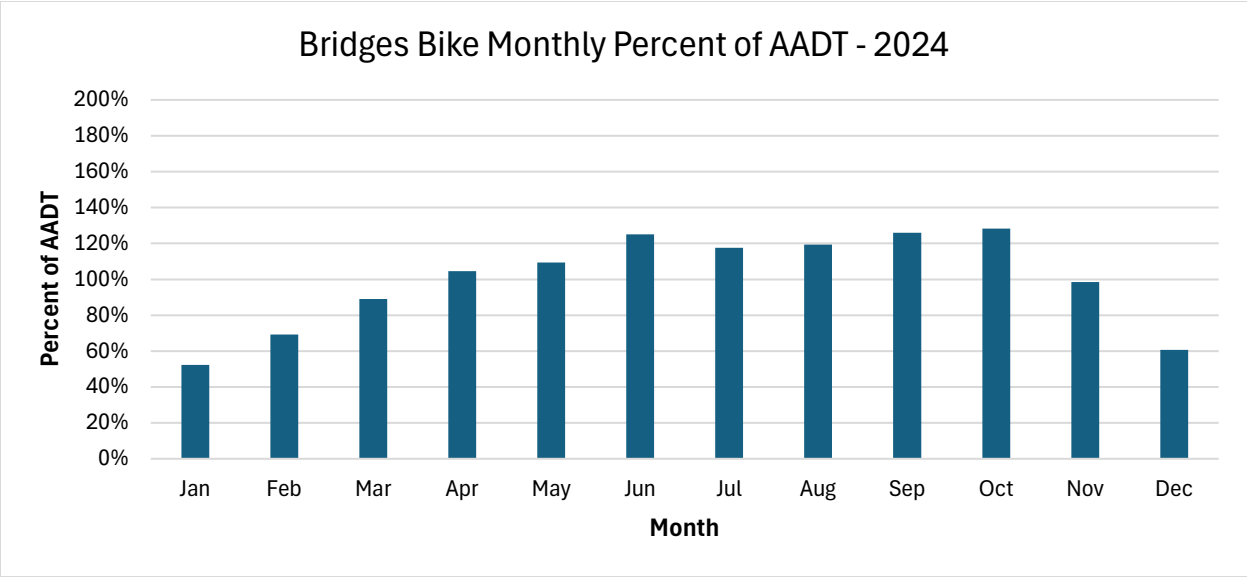

*Data are from Airport South, Theodore Roosevelt Bridge, Rosslyn Bridge, Crystal City Connector and Waynewood Boulevard averaged.*

## Mount Vernon Trail – Pedestrian



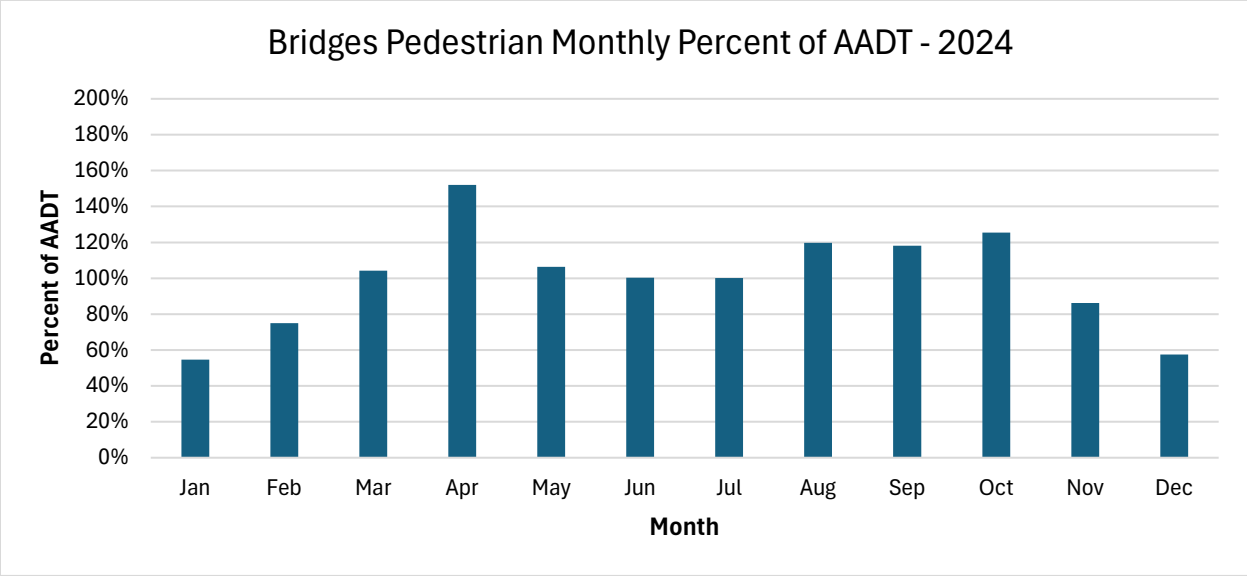

*Data are from Airport South, Rosslyn Bridge, Crystal City Connector and Waynewood Boulevard averaged.*

## Potomac River Bridges – Bike



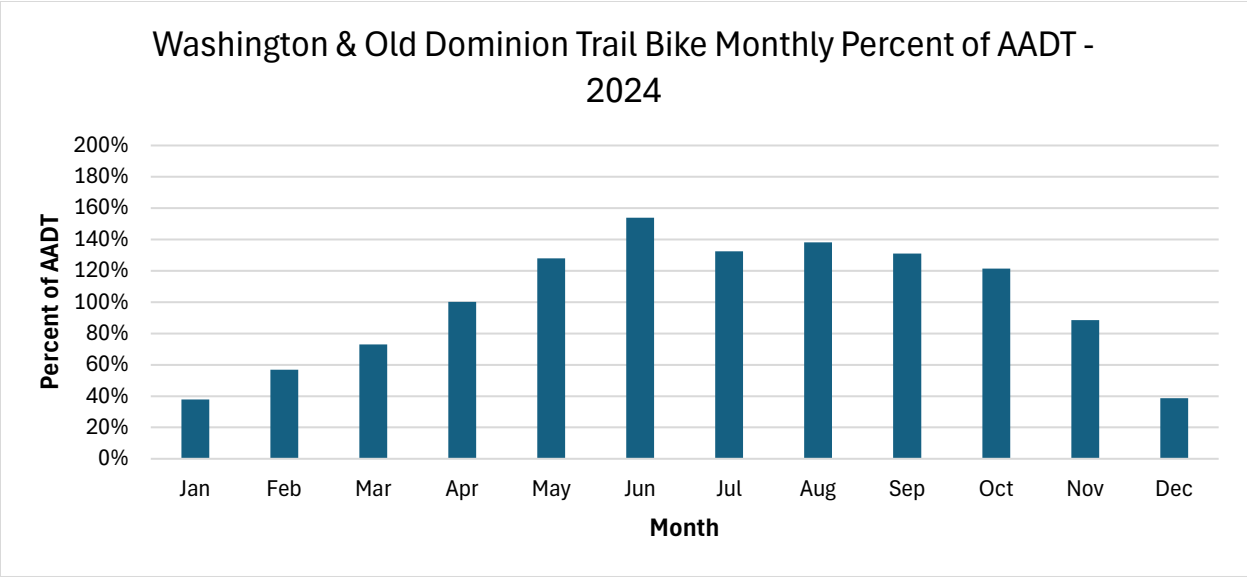

*Data are from Arlington Memorial Bridge and Key Bridge averaged.*

## Potomac River Bridges – Pedestrian



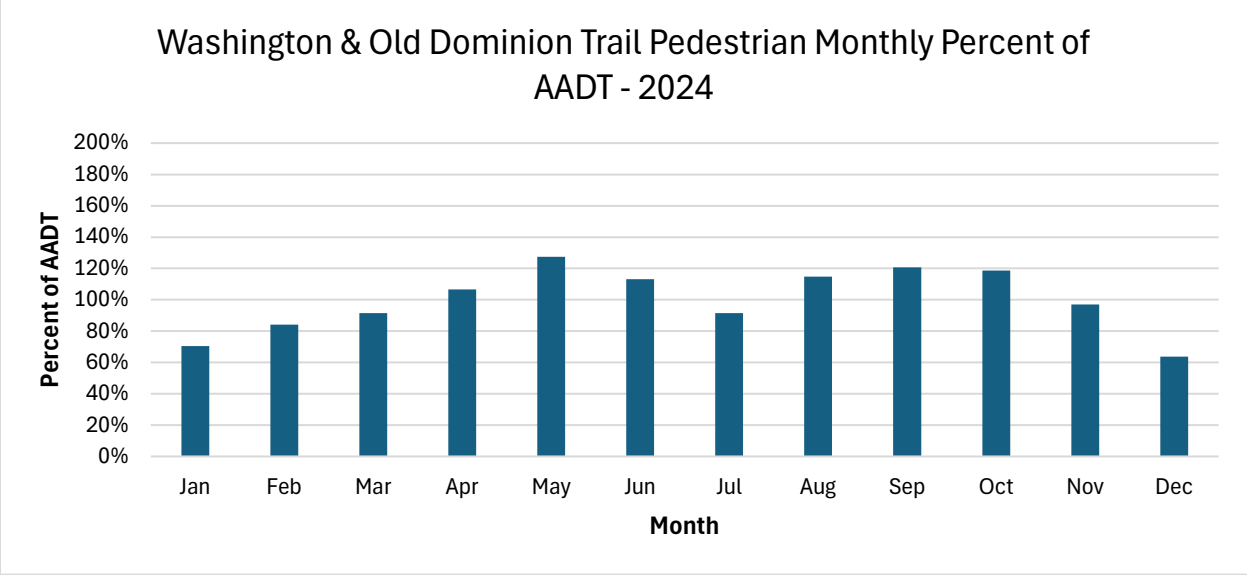

*Data are from Arlington Memorial Bridge and Key Bridge averaged.*

## Washington & Old Dominion Trail – Bike




*Data are from Custis Trail (Bon Air Park), Columbia Pike, and East Falls Church Park averaged.*

## Washington & Old Dominion Trail – Pedestrian




*Data are from Custis Trail (Bon Air Park), Columbia Pike, and East Falls Church Park averaged.*

## Peak Hour

For the first time this report now includes a list of the peak hours in 2024 for the trails where these could be computed. This is the peak hour for all the data available at these trail count sites. Since data are often not available for a full year, the months where data are available are listed in the last column. Weekend days are common days for peak hours. This is a metric used in the AASHTO Bike Guide 5th edition to guide bicycle facility width.

*Table 5 - Peak hour of the year 2024*

| Site Name | Mode | Peak Hour Date in 2024 | Peak Hour | Peak Hour Volume | Full Months Available |
|---|---|---|---|---|---|
| **Georgetown VC** | Both | Saturday, March 16 | 14:00 | 182 | Feb - Jul |
| **Georgetown Mule Bridge** | Both | Sunday, March 24 | 14:00 | 370 | Jan - Jul |
| **Lock 5** | Both | Monday, February 26 | 17:00 | 54 | Jan - Feb |
| **Lock 6** | Both | Sunday, May 12 | 12:00 | 96 | Jan - Sep |
| **Lock 7** | Both | Sunday, February 4 | 16:00 | 1453 | Jan - Sep |
| **Lock 8** | Both | Thursday, March 7 | 9:00 | 169 | Jan - Sep |
| **Lock 10** | Both | Friday, April 26 | 11:00 | 436 | Jan - Dec |
| **Dickerson Conservation Park** | Both | Saturday, February 3 | 16:00 | 61 | Jan - Aug |
| **Marsden Tract** | Both | Sunday, March 17 | 8:00 | 160 | Jan - Jun |
| **Berma Road** | Both | Saturday, February 3 | 12:00 | 157 | Jan - Sep |
| **Pennyfield Lock** | Both | Saturday, March 30 | 9:00 | 165 | Jan - Jul |
| **Violettes Lock** | Both | Sunday, June 9 | 17:00 | 120 | Jan - Aug |
| **Anacostia River Trail @ Benning** | Bike | Saturday, November 2 | 14:00 | 198 | Jul - Dec |
| **Anacostia River Trail @ Benning** | Ped | Friday, October 18 | 16:00 | 78 | Jul - Dec |
| **Anacostia River Trail @ Benning** | Both | Sunday, July 21 | 11:00 | 227 | Jul - Dec |
| **Anacostia River Trail @ Deane Ave** | Bike | Sunday, July 21 | 10:00 | 201 | Jan - Dec |
| **Anacostia River Trail @ Deane Ave** | Ped | Sunday, April 14, 2024 | 16:00 | 89 | Jan - Dec |
| **Anacostia River Trail @ Deane Ave** | Both | Sunday, July 21 | 10:00 | 207 | Jan - Dec |
| **Anacostia River Trail @ Kenilworth** | Ped | Thursday, May 2 | 10:00 | 195 | Jan - Dec |

| Site Name | Mode | Peak Hour Date in 2024 | Peak Hour | Peak Hour Volume | Full Months Available |
|---|---|---|---|---|---|
| **Mount Vernon Trail Airport** | Bike | Sunday, April 28 | 14:00 | 434 | Jan - Dec |
| **Mount Vernon Trail Airport** | Ped | Saturday, September 7 | 9:00 | 210 | Jan - Dec |
| **Mount Vernon Trail Airport** | Both | Sunday, April 28 | 14:00 | 501 | Jan - Dec |
| **CC Connector** | Bike | Tuesday, April 16 | 17:00 | 134 | Jan - Dec |
| **CC Connector** | Ped | Saturday, February 24 | 11:00 | 139 | Jan - Dec |
| **CC Connector** | Both | Tuesday, March 12 | 17:00 | 225 | Jan - Dec |
| **Key Bridge** | Bike | Wednesday, October 9 | 17:00 | 200 | Jan - Dec |
| **Key Bridge** | Ped | Saturday, August 31 | 20:00 | 1,956 | Jan - Dec |
| **Key Bridge** | Both | Saturday, August 31 | 20:00 | 1,994 | Jan - Dec |
| **Rosslyn Bridge** | Bike | Sunday, March 3 | 14:00 | 205 | Jan - Dec |
| **Rosslyn Bridge** | Ped | Sunday, June 16 | 17:00 | 479 | Jan - Dec |
| **Rosslyn Bridge** | Both | Thursday, July 4 | 21:00 | 599 | Jan - Dec |
| **Rock Creek Trail @ Peirce Mill** | Both | Sunday, April 14 | 13:00 | 437 | Apr |
| **Rock Creek Trail @ Peirce Mill** | Bike | Sunday, April 28 | 14:00 | 199 | Apr |
| **Rock Creek Trail @ Peirce Mill** | Ped | Sunday, April 14 | 13:00 | 248 | Apr |
| **Rock Creek Trail @ Peirce Mill** | Both | Sunday, April 14 | 13:00 | 437 | Apr |
| **Rock Creek Trail @ Shoreham Dr** | Bike | Sunday, April 14 | 13:00 | 179 | Jan - Apr |
| **Rock Creek Trail @ Shoreham Dr** | Ped | Saturday, April 6 | 10:00 | 341 | Apr |
| **Rock Creek Trail @ Shoreham Dr** | Both | Sunday, April 28 | 11:00 | 437 | Apr |
| **Piney Branch Trail** | Bike | Tuesday, April 23 | 17:00 | 38 | Apr - Jul, Sep, Nov - Dec |
| **Piney Branch Trail** | Ped | Monday, February 26 | 17:00 | 98 | Jan - Apr, Aug, Oct |
| **Piney Branch Trail** | Both | Tuesday, April 23 | 17:00 | 99 | Apr |
| **Columbia Pike** | Bike | Monday, September 2 | 11:00 | 277 | Jan - Dec |
| **Columbia Pike** | Ped | Monday, May 20 | 15:00 | 317 | Jan - Dec |
| **Columbia Pike** | Both | Saturday, May 11 | 15:00 | 433 | Jan - Dec |

## Inventory

Table 6 summarizes 203 counters in the National Capital Region, most of which are permanently installed. This is based on the inventory provided by Volpe and updated with newly installed counters and a column to indicate if the counter has been loaded into BikePed Portal and the Status of the counter as of August 2025. It includes 22 retired counters indicated with an asterisk next to the counter name and status of "R". Counters listed are those installed as of mid-August 2025. Inactive counters (status of "I") are those which are currently in need of repair but are planned be returned to service in the future, as well as some where personnel changes have led to a temporary lapse in maintenance. Active counters (Status of "A") are those providing data within the August 2024 to August 2025 period.

- 22 Retired
- 40 Inactive
- 141 Active

*Table 6 - Inventory of Pedestrian and Bicycle Counters in the National Capital Region*

| Owner Agency | Model Company | Facility Name | Counter Name | Direction Capable | Separate Bike/Ped Detection | Loaded in BikePed Portal? | Status |
|---|---|---|---|---|---|---|---|
| Alexandria | Eco-Counter | Beauregard Trail | Beauregard Trail | Yes | Yes | No | I |
| Alexandria | Eco-Counter | Eisenhower Trail | Eisenhower Trail | Yes | Yes | No | I |
| Alexandria | Eco-Counter | Four Mile Trail | Four Mile Trail | Yes | Yes | No | I |
| Alexandria | Eco-Counter | Holmes Run Trail | Holmes Run Trail | Yes | Yes | No | I |
| Alexandria | Eco-Counter | Metro Linear Trail | Metro Linear Trail | Yes | Yes | No | I |
| Alexandria | Eco-Counter | MVT | Mount Vernon Trail #1 | Yes | Yes | Yes | I |
| Alexandria | Eco-Counter | MVT | Mount Vernon Trail #2 | Yes | Yes | No | I |
| Alexandria | Eco-Counter | MVT | Mount Vernon Trail #3 | Yes | Yes | Yes | I |
| Alexandria | Eco-Counter | Onroad | Commonwealth at Mount Vernon | No | No - bikes only | No | I |
| Alexandria | Eco-Counter | Potomac Yard Trail | Potomac Yard Trail #1 | Yes | Yes | No | I |
| Arlington | Eco-Counter | Arlington Nat. Cemetery - Rt 110 | 110 Trail (Medgar Evers Bike Trail) | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Arlington Memorial Bridge | Memorial Bridge North | Yes | Yes | Yes | A |

| Owner Agency | Model Company | Facility Name | Counter Name | Direction Capable | Separate Bike/Ped Detection | Loaded in BikePed Portal? | Status |
|---|---|---|---|---|---|---|---|
| Arlington | Eco-Counter | Arlington Memorial Bridge | Memorial Bridge South | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Bluemont Junction Trail | Bluemont Connector | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Custis Trail | Ballston Connector | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Custis Trail | Custis Bon Air | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Custis Trail | Custis Rosslyn | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Four Mile Run Trail | Four Mile Run Trail | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Four Mile Run Trail | Arlington Mill Drive | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Humpback Bridge Trail | Boundary Channel Dr | Yes | Yes | No | A |
| Arlington | Eco-Counter | Joyce Street | Joyce SB | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Joyce Street | Joyce NB | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Mount Vernon Trail | MVT Airport | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Mount Vernon Trail | CC Connector | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Mount Vernon Trail | 14th Street Bridge | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Mount Vernon Trail | Roosevelt Bridge | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Mount Vernon Trail | Rosslyn Bridge | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Mount Vernon Trail | Rosslyn Bikeometer | Yes | No - bikes only | Yes | A |
| Arlington | Eco-Counter | Mount Vernon Trail | Key Bridge East | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Mount Vernon Trail | Key Bridge West | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Onroad | Clarendon EB | No | No - bikes only | Yes | A |

| Owner Agency | Model Company | Facility Name | Counter Name | Direction Capable | Separate Bike/Ped Detection | Loaded in BikePed Portal? | Status |
|---|---|---|---|---|---|---|---|
| Arlington | Eco-Counter | Onroad | Crystal NB | No | No - bikes only | Yes | A |
| Arlington | Eco-Counter | Onroad | Eads NB | No | No - bikes only | No | A |
| Arlington | Eco-Counter | Onroad | Eads SB | No | No - bikes only | No | A |
| Arlington | Eco-Counter | Onroad | Fairfax EB | No | No - bikes only | Yes | A |
| Arlington | Eco-Counter | Onroad | Fairfax WB | No | No - bikes only | Yes | A |
| Arlington | Eco-Counter | Onroad | Military NB | No | No - bikes only | Yes | A |
| Arlington | Eco-Counter | Onroad | Military SB | No | No - bikes only | Yes | A |
| Arlington | Eco-Counter | Onroad | Quincy SB | No | No - bikes only | Yes | A |
| Arlington | Eco-Counter | Onroad | Quincy NB | No | No - bikes only | Yes | A |
| Arlington | Eco-Counter | Onroad | Wilson WB | No | No - bikes only | Yes | A |
| Arlington | Eco-Counter | W&OD | W&OD Bon Air East | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | W&OD | W&OD Bon Air West | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | W&OD | W&OD Columbia Pike | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | W&OD | W&OD East Falls Church Park | Yes | Yes | Yes | A |
| Arlington | Eco-Counter | Washington Boulevard Trail | Washington Boulevard Trail | Yes | Yes | No | A |
| Arlington | Eco-Counter | Arlington Boulevard Trail | Arlington Boulevard Trail* | Yes | | Yes | R |
| Arlington | Eco-Counter | Arlington Memorial Bridge | Pyro 11 (Memorial Circle/Arlington Memorial Bridge)* | Yes | No | Yes | R |
| Arlington | Eco-Counter | Custis Trail | Custis Trail (Lee Hwy & N Lynn St)* | No | No | Yes | R |
| Arlington | Eco-Counter | Custis Trail | Custis Trail (Ballston Beaver Pond) * | Yes | Yes | No | R |

| Owner Agency | Model Company | Facility Name | Counter Name | Direction Capable | Separate Bike/Ped Detection | Loaded in BikePed Portal? | Status |
|---|---|---|---|---|---|---|---|
| Arlington | Eco-Counter | Four Mile Run Trail | Four Mile Run - piezo* | Yes | No - bikes only | Yes | R |
| Arlington | Eco-Counter | Four Mile Run Trail | Pyro 04 - Four Mile Run* | Yes | No | Yes | R |
| Arlington | Eco-Counter | Onroad | Sidewalk on Campbell Ave (outside Robeks) * | | | Yes | R |
| Arlington | Eco-Counter | Onroad | Sidewalk on N Nash St (Arlington Temple) * | | | Yes | R |
| Arlington | Eco-Counter | Onroad | Trail along N Rhodes Street* | | | Yes | R |
| Arlington | Eco-Counter | W&OD | W&OD (near Fire Station 6) * | Yes | Yes | Yes | R |
| DDOT | Eco-Counter | Anacostia Riverwalk Trail | ART - 11th Street | Yes | Yes | Yes | A |
| DDOT | Eco-Counter | Anacostia Riverwalk Trail | ART - Benning Rd | Yes | Yes | Yes | A |
| DDOT | Eco-Counter | Anacostia Riverwalk Trail | ART - Deane Ave | Yes | Yes | Yes | A |
| DDOT | Eco-Counter | Anacostia Riverwalk Trail | ART - Kenilworth | Yes | Yes | Yes | A |
| DDOT | Eco-Counter | Anacostia Riverwalk Trail | ART - River Terrace | Yes | Yes | Yes | A |
| DDOT | Eco-Counter | Onroad | 11th St NW | No | No - bikes only | Yes | A |
| DDOT | Eco-Counter | Onroad | 14th St NW | No | No - bikes only | Yes | A |
| DDOT | Eco-Counter | Onroad | Columbia Rd NW | No | No - bikes only | Yes | A |
| DDOT | Eco-Counter | Onroad | East Capitol Street | No | No - bikes only | Yes | A |
| DDOT | Eco-Counter | Onroad | R Street NW | No | No - bikes only | Yes | A |
| DDOT | Eco-Counter | Onroad | Wharf Classic - Maine Ave Cycle Track | No | No - bikes only | Yes | A |
| DDOT | Eco-Counter | Marvin Gaye Trail | MGT - 48th Pl | Yes | Yes | Yes | A |

| Owner Agency | Model Company | Facility Name | Counter Name | Direction Capable | Separate Bike/Ped Detection | Loaded in BikePed Portal? | Status |
|---|---|---|---|---|---|---|---|
| DDOT | Eco-Counter | Marvin Gaye Trail | MGT - 60th St | Yes | Yes | Yes | A |
| DDOT | Eco-Counter | Metropolitan Branch Trail | MBT - Alethia Tanner Park | Yes | Yes | No | A |
| DDOT | Eco-Counter | Metropolitan Branch Trail | MBT - Blair Road (Oglethorpe) | Yes | Yes | No | A |
| DDOT | Eco-Counter | Metropolitan Branch Trail | MBT - Rhode Island Ave | Yes | Yes | Yes | A |
| DDOT | Eco-Counter | Metropolitan Branch Trail | MBT - Riggs Road NE | Yes | Yes | No | A |
| DDOT | Eco-Counter | Oxon Run Trail E | Oxon Run Park East Bank | Yes | Yes | Yes | A |
| DDOT | Eco-Counter | Oxon Run Trail W | Oxon Run Park West Bank | Yes | Yes | Yes | A |
| DDOT | Eco-Counter | Onroad | 1st St NE* | No | No | Yes | R |
| DDOT | Eco-Counter | Onroad | 15th St NW Cycletrack* | No | No | Yes | R |
| DDOT | Eco-Counter | Onroad | Eye St SW bikelane* | No | No | Yes | R |
| DDOT | Eco-Counter | Onroad | Kaiser Permanente Cntr for Total Health* | No | No | Yes | R |
| Fairfax | Eco-Counter | I-66 Parallel Trail | #1 - Gallows Road | Yes | Yes | No | A |
| Fairfax | Eco-Counter | I-66 Parallel Trail | #2 - Yeonas Drive | Yes | Yes | No | A |
| Fairfax | Eco-Counter | I-66 Parallel Trail | #3 - near Vienna Metro | Yes | Yes | No | A |
| Fairfax | Eco-Counter | I-66 Parallel Trail | #4 - Platten Drive by Fairfax County Pkwy | Yes | Yes | No | A |
| Fairfax | Eco-Counter | I-66 Parallel Trail | #5 - Route 123 near White Granite Drive | Yes | Yes | No | A |
| Fairfax | Eco-Counter | I-66 Parallel Trail | #6 - Route 50 near Fairfax Farms Road | Yes | Yes | No | A |
| Fairfax | Eco-Counter | I-66 Parallel Trail | #7 - Stringfellow Park & Ride | Yes | Yes | No | A |

| Owner Agency | Model Company | Facility Name | Counter Name | Direction Capable | Separate Bike/Ped Detection | Loaded in BikePed Portal? | Status |
|---|---|---|---|---|---|---|---|
| Fairfax | Eco-Counter | I-66 Parallel Trail | #8 - Braddock Road, East of Route 28 | Yes | Yes | No | A |
| GBID | Eco-Counter | Onroad | 1325 Wisconsin | | | | I |
| GBID | Eco-Counter | Onroad | 1629 Wisc (Book Hill) | | | | I |
| GBID | Eco-Counter | Onroad | 2929 M St | | | | I |
| Montgomery | Eco-Counter | Capital Crescent Trail | CCT #1 @ Bethesda | Yes | Yes | Yes | A |
| Montgomery | Eco-Counter | Capital Crescent Trail | CCT #2 @ Dalecarlia | Yes | Yes | Yes | A |
| Montgomery | Eco-Counter | Capital Crescent Trail | CCT @ Bradley | Yes | Yes | | A |
| Montgomery | Eco-Counter | Capital Crescent Trail | CCT @ Mass Ave | Yes | Yes | | A |
| Montgomery | Eco-Counter | Capital Crescent Trail | CCT @ River | Yes | Yes | | A |
| Montgomery | Eco-Counter | Cabin John Trail | CJT @ Bradley | Yes | No | | A |
| Montgomery | Eco-Counter | Copperhead Run Trail | Copperhead Run Trail-Ped | Yes | No | | A |
| Montgomery | Eco-Counter | Matthew Henson Trail | MHT 1@ Layhill | Yes | Yes | Yes | A |
| Montgomery | Eco-Counter | Matthew Henson Trail | MHT @ Winding Creek | Yes | Yes | Yes | A |
| Montgomery | Eco-Counter | Muddy Branch Trail | MBT @ Quince Orchard - Peds | Yes | No | | A |
| Montgomery | Eco-Counter | Paint Branch Trail | PBT @ Valley Mill | Yes | Yes | | A |
| Montgomery | Eco-Counter | Rock Creek Trail | Rock Creek Trail 1 @ Wildwood | Yes | Yes | Yes | A |
| Montgomery | Eco-Counter | Rock Creek Trail | Rock Creek Trail 2 @ Baltimore | Yes | Yes | Yes | A |
| Montgomery | Eco-Counter | Sligo Creek Trail | SCT @ Dennis Ave | Yes | Yes | | A |
| Montgomery | Eco-Counter | Seneca Greenway Trail | SGT @ Watkins Mill | Yes | No | | A |

| Owner Agency | Model Company | Facility Name | Counter Name | Direction Capable | Separate Bike/Ped Detection | Loaded in BikePed Portal? | Status |
|---|---|---|---|---|---|---|---|
| Montgomery | Eco-Counter | Ten Mile Creek Trail | Ten Mile Creek Trail | Yes | No | | A |
| Montgomery | Eco-Counter | Upper Rock Creek Trail | Upper RCT @ Needwood - Peds | Yes | No | | A |
| Montgomery | TRAFx | Capital Crescent Trail | CCT & Little Falls N | No | No | | I |
| Montgomery | TRAFx | Capital Crescent Trail | CCT & Little Falls S | No | No | | I |
| Montgomery | TRAFx | Capital Crescent Trail | CCT @ Loughboro Mill | No | No | | I |
| Montgomery | TRAFx | Onroad | BH RP Contact Station | No | No | | I |
| Montgomery | TRAFx | Powerline Trail | Powerline @ Colton | No | No | | I |
| Montgomery | TRAFx | Powerline Trail | Powerline @ 118 | No | No | | I |
| Montgomery | TRAFx | Rock Creek Trail | Beach Dr @ Knowles | No | No | | A |
| Montgomery | TRAFx | Rock Creek Trail | Beach Dr @ Wildwood | No | No | | A |
| Montgomery | TRAFx | Rock Creek Trail | Rock Creek Trail @ Wildwood | No | No | | I |
| Montgomery | TRAFx | Sligo Creek Parkway | Sligo Creek Pkwy @ Dennis | No | No | | I |
| Montgomery | TRAFx | Sligo Creek Parkway | Sligo Creek Pkwy @ Kennebec | No | No | | I |
| Montgomery | TRAFx | Sligo Creek Parkway | Sligo Creek Pkwy @ Piney Branch S | No | No | | I |
| Montgomery | TRAFx | Sligo Creek Trail | Sligo Creek Trail @ Dennis | No | No | | I |
| Montgomery | TRAFx | Sligo Creek Trail | Sligo Creek Trail @ Kennebec | No | No | | I |
| Montgomery | TRAFx | Sligo Creek Trail | Sligo Creek Trail @ Piney Branch S | No | No | | I |
| Montgomery | TRAFx | Ten Mile Creek Trail | Ten Mile Creek Trail @ 121 | No | No | | I |
| Montgomery | TRAFx | Ten Mile Creek Trail | Ten Mile Creek Trail @ Old West Baltimore | No | No | | I |
| Montgomery | TRAFx | | NW Branch South of Lamberton | No | No | | I |

| Owner Agency | Model Company | Facility Name | Counter Name | Direction Capable | Separate Bike/Ped Detection | Loaded in BikePed Portal? | Status |
|---|---|---|---|---|---|---|---|
| Montgomery | TRAFx | | RC Greenway South of Springbrook | No | No | | I |
| Montgomery | TRAFx | Little Falls Parkway | LFPkwy NB Mass Av | No | No | | R |
| Montgomery | TRAFx | Little Falls Parkway | LFPkwy SB Mass Av | No | No | | R |
| Montgomery | TRAFx | Little Falls Parkway | Little Falls Pkwy N | No | No | | R |
| Montgomery | TRAFx | Little Falls Parkway | Little Falls Pkwy S | No | No | | R |
| NPS | Eco-Counter | Mount Vernon Trail | MVT at Waynewood Blvd. (Bridge 12) | Yes | Yes | Yes | A |
| NPS | Eco-Counter | Mount Vernon Trail | MVT at Tulane Dr. (Bridge 23) | Yes | Yes | | A |
| NPS | Eco-Counter | Oxon Cove Trail | Oxon Cove 1 - Trail | Yes | Yes | No | A |
| NPS | Eco-Counter | Oxon Cove Trail | Oxon Cove 2 - Bridge | Yes | Yes | No | A |
| NPS | Eco-Counter | Rock Creek Trail | Piney Branch Trail | Yes | Yes | Yes | A |
| NPS | Eco-Counter | Rock Creek Trail | RCT @ Peirce Mill | Yes | Yes | Yes | A |
| NPS | Eco-Counter | Rock Creek Trail | Rose Park Trail @ P Street NW | Yes | Yes | Yes | A |
| NPS | Eco-Counter | Rock Creek Trail | RCT @ Shoreham Drive | Yes | Yes | Yes | A |
| NPS | Eco-Counter | Rock Creek Trail | RCT - Zoo Loop Trail | Yes | Yes | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | Falls Road Spur | No | No | Yes | I |
| NPS CHOH | TRAFx | C&O Canal Trail | Chain Bridge Access | No | No | Yes | I |
| NPS CHOH | TRAFx | C&O Canal Trail | Lock 5 | No | No | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | Lock 6 | No | No | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | Lock 7 | No | No | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | Glen Echo | No | No | Yes | A |

| Owner Agency | Model Company | Facility Name | Counter Name | Direction Capable | Separate Bike/Ped Detection | Loaded in BikePed Portal? | Status |
|---|---|---|---|---|---|---|---|
| NPS CHOH | TRAFx | C&O Canal Trail | Lock 8 | No | No | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | Lock 10 | No | No | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | Marsden Tract Foot Bridge | No | No | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | Anglers Inn | No | No | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | Berma Road | No | No | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | Swains Lock | No | No | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | Pennyfield | No | No | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | Violettes Lock | No | No | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | Sycamore Landing access | No | No | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | Whites Ferry | No | No | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | Dickerson / Warm Water access | No | No | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | Lock 33 | No | No | | I |
| NPS CHOH | TRAFx | C&O Canal Trail | Lock 38 Lower | No | No | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | Lock 38 Upper | No | No | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | McMahon's Mill access | No | No | Yes | I |
| NPS CHOH | TRAFx | C&O Canal Trail | Cumberland Terminal | No | No | Yes | A |
| NPS CHOH | TRAFx | C&O Canal Trail | Billy Goat Trail A - Upstream Entrance | No | No | Yes | I |
| NPS CHOH | TRAFx | C&O Canal Trail | Billy Goat Trail C | No | No | Yes | I |
| NPS CHOH | TRAFx | C&O Canal Trail | Weverton | No | No | Yes | I |
| NPS CHOH | TRAFx | Capital Crescent Trail | Georgetown VC (Level 3 access) | No | No | Yes | A |
| NPS CHOH | TRAFx | Capital Crescent Trail | Georgetown Mule Bridge (MM-1) | No | No | Yes | A |

| Owner Agency | Model Company | Facility Name | Counter Name | Direction Capable | Separate Bike/Ped Detection | Loaded in BikePed Portal? | Status |
|---|---|---|---|---|---|---|---|
| NPS CHOH | TRAFx | Capital Crescent Trail | 31st St Georgetown at C&O Trail | No | No | Yes | A |
| NPS CHOH | TRAFx | Capital Crescent Trail | Potomac St Georgetown at C&O Trail | No | No | Yes | A |
| NPS CHOH | TRAFx | Capital Crescent Trail | Capital Crescent | No | No | Yes | A |
| NPS CHOH | TRAFx | Capital Crescent Trail | Whites Ferry Towpath | No | No | | I |
| NPS CHOH | TRAFx | C&O Canal Trail | Lock 31 access* | No | No | | R |
| NPS CHOH | TRAFx | C&O Canal Trail | Fort Frederick access* | No | No | | R |
| NPS CHOH | TRAFx | C&O Canal Trail | Cohill Station* | No | No | | R |
| NPS CHOH | TRAFx | C&O Canal Trail | Little Pool access* | No | No | | R |
| Prince George's | Eco-Counter | Anacostia River Trail | Bladensburg Waterfront Park @ Quincy Run #1 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Hensen Creek | HCT (Tor Bryan Park) #2 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Hensen Creek Trail | HCT - Huntley Sq Spur #3 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Hensen Creek Trail | HCT - s of Brinkley Rd #4 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | NW Branch Trail | NWB - Riverfront W Hyatts #5 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Northeast Branch Trl | NEB @ Wells/Linson N #6 | Yes | Yes | No | I |
| Prince George's | Eco-Counter | Northeast Branch Trl | NEB @ Wells/Linson S #7 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Northwest Branch Trl | NWB Spur @ Chillum Park #8 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Wash Balt & Annapolis Trl | WB&A - Horse Pen Park & WSSC Bldg #9 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Paint Branch Trl | PBT @ Acredale Park #10 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Paint Branch Trl | PBT @ Acredale Park - Mobile #11 | No | | No | A |

| Owner Agency | Model Company | Facility Name | Counter Name | Direction Capable | Separate Bike/Ped Detection | Loaded in BikePed Portal? | Status |
|---|---|---|---|---|---|---|---|
| Prince George's | Eco-Counter | Paint Branch Trl | PBT @ PB Elementary Sch #12 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | RI Ave Trolley Trl | Trolley Line N of Campus Dr #13 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Sligo Creek Trail | SGT @ Parklawn Bldg #14 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Tucker Road Trail Trl | Tucker Rd Ath Complex South loop #15 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Tucker Road Trail Trl | Tucker Rd Ath Complex North loop #16 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Walker Mill Rgnl Park | Walker Mill Regional #17 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Watkins Rgnl Park | WRP - Imagine Playground #18 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Watkins Rgnl Park | WRP - Old Enterprise Rd #18 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Wash Balt & Annapolis Trl | WB&A - Old Pond Drive #20 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Wash Balt & Annapolis Trl | WB&A - by Gun Club #21 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Woodrow Wilson Br Trl | WWB - on Bridge - Mobile #22 | No | | No | A |
| Prince George's | Eco-Counter | Woodrow Wilson Br Trl | WWB - on Trail #22 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Woodrow Wilson Br Trl | WWB - Tunnel passage #24 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Little Paint Branch Trail | LPBT - Fairland Regional Park Stmwrt Bldg #25 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Lake Artemesia | Lake Artemesia - N Entrance #26 | Yes | Yes | No | A |
| Prince George's | Eco-Counter | Anacostia River Trail | Cottage City (Route 1) Counter - not working | Yes | Yes | No | I |
| Rockville | Eco-Counter | | Rockville Town Center | Yes | No - Ped only | | A |
| Rockville | Eco-Counter | | Twinbrook | Yes | No - Ped only | | A |

*Notes: Sites with "Loaded into BikePed Portal?" column blank, indicate data are not loaded into BikePed Portal.*
*Last column "Status" uses the following codes: A = Active; I = Inactive; R= Retired*

# References

American Association of State Highway and Transportation Officials (AASHTO) (2024). Guide for the Development of Bicycle Facilities, 5th Edition.

Miranda-Moreno, L., Nosal, T., Schneider, R., & Proulx, F. (2013). Classification of Bicycle Traffic Patterns in Five North American Cities. *Transportation Research Record: Journal of the Transportation Research Board*, *2339*, 68-79. https://doi.org/doi:10.3141/2339-08