

# National Capital Region Transportation Planning Board

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## MEETING NOTES

### BICYCLE AND PEDESTRIAN SUBCOMMITTEE

**DATE:** Tuesday, January 23, 2018

**TIME:** 1:00 p.m.

**PLACE:** Rooms 4/5, First Floor  
777 North Capitol Street NE  
Washington, DC 20002

**CHAIR:** Karyn C. McAlister, Prince George's DPWT

**VICE-  
CHAIRS:**

Jeff Dunckel, Montgomery County Department of Transportation  
Cindy Engelhart, VDOT  
Jamie Carrington, WMATA

**Attendance:**

James Carrington	WMATA (by phone)
Henry Dunbar	BikeArlington
Jeff Dunckel	Maryland Highway Safety Office (by phone)
Cindy Engelhart	VDOT
Tamara Evans	WABA (by phone)
Oleg Kotov	City of Rockville (by phone)
Dustin Kuzan	Tyndall-Oliver (by phone)
Karyn McAlister	Prince George's County DPWT (by phone)
David Patton	Arlington County
Chloe Ritter	City of Fairfax (by phone)
Philip Schutler	Rails to Trails
Peter Sotherland	MDSHA (by phone)
Debbie Spiliotopoulos	Northern Virginia Regional Commission
Kenna Swift	Sherry Matthews Marketing

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**COG Staff Attendance:**

Michael Farrell  
Andrew Meese  
Jon Schermann  
John Swanson

- 1. General Introductions.**
- 2. Review of the November 19 Meeting Notes**

Meeting notes were approved, with the note late David Goodman has left Arlington County for Fairfax County, and so cannot represent Arlington.

- 3. Jurisdictional Updates**

Mr. Swanson announced that the Transportation Land Use connections technical assistance program will soon be accepting applications. COG procures consultant assistance on the awardees behalf. Applications will be available on February 1<sup>st</sup>. Short abstracts will be due February Feb. 23, and the applications will be due April 2<sup>nd</sup>. Average TLC project is \$50,000. 30% design projects can go up to \$80,000. Typically we fund one or two such projects per year. TLC is not a large program. To apply you must be a TPB member, but if you are not a TPB member you may apply in partnership with one. Applicants must be TPB local government jurisdictions. The final version of the brochure will be released next Thursday. The web site will be updated by next Thursday. All the materials you need to apply will be available then. This is for FY 2019. The projects will be approved by the TPB in May. Roughly \$425,000 will be available. That includes additional funds that we receive from Maryland's technical assistance fund.

We sometimes to peer exchange events, and Mr. Swanson said that he would be open to work with this subcommittee to organize such an event. We would like to do more peer exchange event with the Urban Land Institute Technical Assistance Panel program as well. These are 2-3 day panel charrettes. You can apply for that program as well. Mr. Swanson will give the application information to Michael Farrell to forward to the subcommittee.

Arlington is updating the bicycle element of the master plan. Arlington will also have a winter bike to work day on February 9 near the bikeometer in Rosslyn, on the Custis Trail near the Key Bridge. It's an international event based out of Canada. The Long Bridge project is ongoing, and Arlington favors including bicycle and pedestrian facilities on that bridge.

The Northern Virginia Regional Commission has received a DMV grant for bicycle and pedestrian safety. The grant will fund an LCI (League Certified Instructor) training with WABA. NVRC will host it for free. The WABA model includes pedestrian safety. In

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exchange for free training, community members might agree to host outreach events at high crash locations.

AARP has a livable communities initiative which includes pedestrian safety, and NVRC is preparing a grant application to make sure that the data they gather in their walkability audits is consistent with what VDOT needs. The Virginia coordinator for AARP is Amber Nightingale.

NVRC is working on the Potomac Heritage Scenic Trail, including inventories of scenic visual inventories.

The Capital Trails Coalition is working on crowdsourcing trail data through the web app.

At NUTCD one of the biggest topics was the rescission of the approval of the rapid flashing beacon, due to it still being under patent. VDOT is preparing a memo outlining alternatives.

There are two companies contesting patents relating to the rapid flashing beacon. The NUTCD requires the use of generic rather than patented treatments.

The FHWA has said that if they are already installed you can keep them until the end of their useful life, but no new ones can be installed. MDOT has made the same decision.

The Metropolitan Branch Trail segment in Takoma has been approved by the local ANC. North Capitol Street section is in design. Silver Spring recently had a community meeting on dockless bike share. Those using it like it; those not using it are concerned.

Jeff Dunckel is now working for the Maryland Highway Safety Office. 2017 numbers have recently been released, with a slight reduction in bicycle facilities. The Strategic Highway Safety Plan Pedestrian and Bicycle Emphasis area working group is meeting again, and Maryland will try to re-activate the Baltimore region Street Smart. Maryland is offering training on creating Pedestrian Safety Action plans for Maryland agencies. The deadline for Maryland highway safety grant applications is March 16. Tom Gianni, head of the Maryland Highway Safety Office, will retire soon. Maryland has an active Bicycle and Pedestrian Advisory group.

The City of Fairfax is considering bike share.

The City of Bowie now has a citizen advisory group for pedestrians and bicyclists.

Virginia has proposed legislation to change the yield to pedestrian law to stop for pedestrians, as well as an attempt to making hitting pedestrians a misdemeanor rather than a \$250 fine.

WABA's Vision Zero Summit will be held on March 15<sup>th</sup>.

Prince George's recently discovered a grant called Road to Zero to help implement Vision Zero plans. The deadline is coming up rapidly. Prince George's will try to roll out bike share before

Bike to Work Day.

#### **4. Appoint New Chair for 2018**

Cindy Engelhart was appointed Chair.

#### **5. Capital Trails Coalition Web Mapping App**

Mr. Schütler demonstrated the app that Rails to Trails Conservancy has developed. The Capital Trails Coalition has developed a regional trails layer using data provided by the jurisdictions. Segments are color-coded by status. The crowdsourcing app allow members to edit the layer, populate the attributes, and add comments. Direct connections will allow for routing analysis in the future.

Ms. Engelhart said that “needs improvement” could mean either the location needs to be corrected, or to indicate a maintenance problem. You can remove a trail from the network, then draw a line to show where it actually goes.

Anyone who logs onto the app can make edits. There is a field for contributor and the organization so that they can see who was doing what. We can discuss what other attributes should be added to the features. Ms. Engelhart asked if contact information could be added, and if it would be visible. A custom log-in could be added.

The app will be demonstrated to local jurisdictions, and there may be an opportunity to attend those meetings once they’ve been scheduled. In the future they may develop a training video.

This app is currently active for the general public. Mr. Farrell asked if this is being publicized. Mr. Shutler said that the URL is not currently being publicized, though it is being made available to selected jurisdictional staff. Don’t send it out to your distribution lists. The intended audience is knowledgeable agency staff, planners.

#### **6. Nonmotorized Element of the Long Range Plan**

At the January meeting the TPB approved the nonmotorized element of the Long Range Transportation Plan, which includes the National Capital Trail, our former bicycle beltway, and Access to Metrorail, which is about 400 projects. The resolution instructs staff to incorporate

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these elements into the aspirational element of Visualize 2045, and to use these projects as a selection factor for funding in the TLC and TAP programs which we administer. Lastly, it calls upon State and local agencies to prioritize the implementation of these projects. The resolution is posted on the COG web site under the January meeting.

Mr. Swanson noted that the final document did include the short connector trails to the National Capital Trail, and the language has been changed to Access to High Capacity Transit, which includes light rail, commuter rail and BRT. The emphasis is less on the specific projects, which are constantly changing, as on the goal, which is to improve pedestrian and bicycle access to high capacity transit.

## **7. Regional Highway Safety Targets**

Mr. Schermann spoke to a powerpoint. These safety targets, based on federal regulations, have been adopted by the TPB. MPO's have the ability to either accept the State targets or to set its own numerical targets, which we have done. We will update these targets every year. We are required to coordinate with the States, which we have done.

The federal government also requires that the targets be data-based, so not aspirational. The targets are also based on five year rolling averages. Targets are for fatalities, number and rate, serious injuries, number and rate, nonmotorized fatalities and serious injuries, just numbers. There is no good way of measuring exposure for nonmotorized.

We are setting subtargets for the Virginia and Maryland portions of our region in ways that are consistent with the State methodologies.

Ms. Engelhart asked what happens if trends are going the wrong way. In some cases, such as for serious injuries, our target is higher than the current number. The District also redefined its serious injuries in a way that has increased the number, but they have no retroactively redefined their numbers.

The elected officials are often unhappy when they see goals that are higher than the current number.

The Feds require a data-driven approach, not aspirational targets.

One of the concerns that came up at the TPB was that TPB members did not want to appear to endorse a goal of more injuries. But this is a federal requirement that we have data-driven goals, and there is nothing to prevent the jurisdictions from having aspirational goals. The data driven goals have to be tracked and reported to the TPB every year, which will give the TPB the opportunity to track its progress. The TPB added language endorsing more aggressive aspirational goals, while retaining the data-driven goals. The annual federally required target-

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setting process will help the TPB evaluate its success in achieving its aspirational goals.

The bottom line is that this mandatory target-setting brings safety to the attention Board every year, which is a good thing and which might not happen otherwise.

The regional transportation safety picture will be updated, and this Subcommittee will be briefed when that is ready. FHWA made these rules. There was an opportunity for comment on the rules. One of the changes in response to comments was to add a nonmotorized safety goal. MPO's don't report directly to FHWA, but they do report to the DOT's.

It would be helpful to communicate the need for better nonmotorized exposure data to the Feds. Ms. Engelhart said that every state would need a counting program. But it could start with a pilot. Strava sold its data based on the idea that it could be used to extrapolate existing bicycle and pedestrian count data to the entire system.

Mr. Dunckel expressed discomfort with having goals that have us going the wrong direction, up. Mr. Schermann agreed that it was controversial, probably would continue to be controversial.

Mr. Meese noted that congestion numbers never go in the right direction – the best we do is get worse at a slower pace. The point should be to find ways to change the numbers.

It could be that the easy things have already been done.

## **8. Other TPB Programs**

- **Bike Ped Project Database.**

The database is better, but not finished. Some new plans are coming out, and data from those plans need to be entered. Send Mr. Farrell documents, or enter directly. He also needs to know what happened to older projects, especially if they've been completed.

- **Street Smart**

The Fall event was in the City of Fairfax. It went well but got less coverage than some previous events due to the more remote location. The new materials are paying off in that Fairfax Transit is now giving us bus cards, which they weren't doing before. PRTC gave us bus cards as well, though they expressed interest in our older materials. Prince William lacks crosswalks in many locations, so the crosswalk message was an issue for them. DDOT recently came through with an additional \$200,000. The Spring campaign event will take place in DC, and the campaign will run roughly April 16 – May 11. You can see the new creative which was launched this past Fall on [beststreetsmart.net](http://beststreetsmart.net).

Christine Mayeur from Alexandria asked how Street Smart related to Vision Zero. Mr. Farrell replied that he thought that Street Smart was a more of a subset of Vision Zero, which is far broader, covering engineering and multiple modes. Street Smart is an ad campaign focused on pedestrian and bicycle safety.

The purpose of the ads is not so much branding as education. The only reason we have the Street Smart logo is because it includes the web site, which has more detailed information.

Ms. Swift added that the PR events and media tours can be an opportunity to publicize other Vision Zero related activities, as well as social media posts.

Mr. Meese noted that there is an advisory group that guides this program. Mr. Farrell said that he did not widely publicize the advisory group meetings, which tend to be very detail-oriented. However, anyone who is interested attending may attend.

- **Professional Development Workshops**

Toole Design tells us we can't get any free slots for an NHI course, but they're willing to do all the work. Ms. Engelhart was still not favorably disposed, given the cost which our membership can't afford. Mr. Farrell said that the enthusiasm level was low, and since our members can't attend it it doesn't meet our goals.

Another idea would be to do another Vision Zero workshop oriented toward DOT and DPW staff. Last year we had one as a follow up to WABA's Vision Zero Summit, and it was well received.

We need to do at least one workshop by June 30.

Another idea is a Dockless bike share workshop. End of April is the end of the evaluation period. Mr. Farrell suggested that we go with dockless bike share, assuming DDOT is ready to present.

Lastly, a co-sponsorship idea would be a TLC Peer Exchange workshop with the TLC program, which would take the lead in organizing it and recruiting speakers.

Ms. Engelhart said that dockless bike share was a good idea. Mr. Patton agreed. TLC Peer Exchange is also a good idea.

## **9. Adjourned**