

# **National Capital Region Transportation Planning Board**

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## **MEETING NOTES**

### **BICYCLE AND PEDESTRIAN SUBCOMMITTEE**

**DATE:** Tuesday, September 15, 2009

**TIME:** 1:00 P.M.

**PLACE:** COG, 777 North Capitol Street, NE  
First Floor, Room 1

**CHAIR:** David Goodman – Arlington Department of Environmental Services

#### **VICE-**

**CHAIRS:** Kristin Haldeman  
Washington Metropolitan Area Transit Authority  
Michael Jackson  
Maryland Department of Transportation  
Jim Sebastian, DDOT  
Fred Shaffer, MNCPPC, Prince George's County

#### **Attendance:**

Fatemeh Allahdoust	VDOT/NOVA
Jeff Dunckel	Montgomery County DOT (by phone)
Bill Ewing	Bikestation
Eric Gilliland	Washington Area Bicyclist Association
Dan Goodman	Toole Design Group
David Goodman	Arlington County DES
Mike Goodno	DDOT
Thomas Gotschi	Rails to Trails Conservancy
Kristin Haldeman	WMATA
Chris Holben	DDOT
Michael Jackson	MDOT
Philip Koopman	Mount Rainier, MD
Erik Kugler	Mount Rainier, MD
Charlie Strunk	Fairfax County Department of Transportation
John Thomas	Frederick County Planning (by phone)

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John Wetmore	Perils for Pedestrians
Andy Wright	Bikestation
Bruce Wright	Fairfax Advocates for Better Bicycling

**COG Staff Attendance:**

Michael Farrell  
Andrew Meese

**1. General Introductions.**

Participants introduced themselves.

**2. Review of the Minutes of the July 21st, 2009 Meeting**

The minutes were approved.

**3. Member Jurisdiction Updates**

Fairfax County is working on bicycle parking guidelines. 150 racks and 40-50 bike lockers will be installed at county park & ride lots. Six new miles of bike lanes were installed. An RFP will soon be issued for a Tyson's corner plan. A bike map for an historic district will be created.

**4. WMATA Bicycle and Pedestrian Access Study**

Mr. Goodman of Toole Design spoke to a hand-out. The project was started in the summer, with a public meeting in July. There is also an on-line questionnaire, which will be closed shortly. Over 900 people have completed the survey, which is available in English and Spanish.

Metro stations were grouped by typology, in order to group the stations by shared characteristics, such as mode split, land use, the road network, and planned development.

Nine stations will be made into case studies. Stations were selected in order to represent the different station typologies, and in order to provide more information on stations where significant development is planned, so the study results may inform that development.

For each case study, there will be a focus on a key issue rather than a comprehensive small area plan.

Field work on the case studies will start shortly. A stakeholder meeting will be held for each

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case study. The people in this room may be able to get the right people at these meetings, and provide some background information on the location.

A committee member asked if planned stations could be one of the case studies. Mr. Goodman replied that the findings from studies of existing stations could inform the planning for new stations.

Mr. Wetmore mentioned that a convenient aspect of Metro is the ability to carry out other errands while walking to the station. Walkscore is a good rough measure of the mixed-use, density, and walkability of station areas. Mr. Goodman replied that Toole is using Walkscore. In stations that are not walkable, Toole is emphasizing bike access.

The stakeholders meeting should take two hours, which would be used to mark up station area maps with relevant information. Toole will have about half a day for field work at each case study location, so the plan cannot be comprehensive. The hope is that recommendations on a key issue will be transferrable to similar stations elsewhere.

The local bicycle and pedestrian planner on staff will be the lead person to set up the stakeholder meeting, which might incorporate four or five people.

## **5. Member Jurisdiction Updates (continued)**

WABA has held a festival in Fort Dupont, preliminary to possible future week-end closures. Car-free day comes up next week. WABA is also working on bike parking issues with DDOT with the Federal General Services Administration. Over 9,000 survey responses have been collected from federal employees around the country.

Ms. Allahdoust mentioned that VDOT is suffering a considerable number of lay-offs. However, VDOT will be completing a study of intersection safety in Arlington. VDOT is also working with its maintenance people to develop a checklist for maintenance on trails and sidewalks. VDOT Northern Virginia is developing a pamphlet on walking and bicycling laws.

DDOT has nearly completed its Bike Station at Union Station. It is scheduled to open Friday, October 2<sup>nd</sup>.

DDOT will open a counterflow bike lane on 15<sup>th</sup> Street north of Massachusetts Avenue in October.

Montgomery County remains committed to pedestrian safety as a priority, so the pedestrian safety budget has not been cut. The County is emphasizing high-incident areas, which tend to be

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State highways, but also neighborhood traffic calming, on County-controlled roadways.

The US 301 bridge connecting Maryland and Virginia is slated to be replaced. Plans currently contain optional pedestrian and bicycle accommodation. The next available upstream crossing is the Woodrow Wilson Bridge, which will make for a 100-mile detour if bicycle accommodation is not included.

Mr. Jackson announced that the Governor has appointed a new Secretary of the DOT. She comes from a political science and accounting rather than engineering background. The Maryland school administration study is underway. The purpose is to inventory school policies on walking and biking, and the reasons for those policies. The goal is to produce strategies to reduce the need for prohibitions on students walking or bicycling. The Rockville Bicycle Advisory Committee has been working with Montgomery County College in Rockville to get the school to adopt more bicycle and pedestrian-friendly policies, including bicycling classes. Mr. Jackson asked for suggestions for textbooks for such classes.

Policies on walking and bicycling in Montgomery County are often up to the discretion of the Principal.

The National Safe Routes to School partnership may be able to assist.

Arlington just finished its September bicycle counts. The data is still being compiled, which will form a full calendar year of data. Bicycle parking standards have been adapted for the Columbia Pike form-based code. Bike parking requirements, as well as requirements for street furniture, had been excessive and threatened to create too much sidewalk clutter. Some missing segments of bike lane have been added to the Court House area. An initiative on wayfinding will take place next year for the trail network. The goal is to move trail signage closer to the MUTCD standards for highways. Arlington will improve the Route 50/Patrick Henry Drive intersection. A private group is working on a set of civil war fort tour routes for Arlington.

Mr. Jackson suggested that standard street signs be placed at the intersections of bike trails and streets, so that cyclists can identify streets. Vancouver has bike route signs facing the streets approaching a bicycle route, not just the bike route itself.

Frederick County will send its County bike guidelines to the County Board. Frederick County has started doing bike counts. The City of Frederick has been working with the State Highway Safety Office to do some pedestrian enforcement.

**6. TPB Work Program Items**

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- Street Smart Campaign Annual Report

On page 15 of the report it can be seen that pedestrian and bicyclist fatalities fell in 2008 compared to 2007. Some of the jurisdictions that have been most active in pedestrian safety and Street Smart have done better than others. DDOT is expected to pledge \$200,000 as before. WMATA has not yet pledged, but they are likely to. Fairfax County will cut its contribution to \$5,000. Maryland Office of Highway Safety will increase its contribution slightly. We will be able to do both a Fall and Spring campaign, likely with new materials for Spring 2010. The Fall campaign will use the existing materials. One advisory group meeting will likely be adequate to deal with media strategy, schedule and other issues.

Mr. Jackson asked about the fatality rates in Prince George's County, and whether Prince George's had participated in the Street Smart program. Mr. Farrell replied that the Maryland Office of Highway Safety had funded some overtime enforcement in Prince George's County, but the Prince George's police had not reported on their enforcement activities.

Mr. Jackson asked if pedestrian and bicycle fatalities could be broken out from one another. Mr. Farrell replied that they could be, but that bicycle fatality numbers were so small as to not be significant at a local level. Fatality numbers tend to be available faster than the injury numbers, and people want to know. Collisions are less available across the entire region. Injury numbers are more likely to be significant down to the local level. Bicycle crashes not involving a motor vehicle are under-reported, and we know that a significant number of injuries involve bicyclists crashing with immobile objects.

Mr. Goodman suggested that we emphasize injury numbers more.

- Bicycle and Pedestrian Project Database and Plan Update

The database is now ready to go, and subcommittee members are encouraged to update their projects. The bicycle and pedestrian plan should be done by January 30<sup>th</sup>, 2010 in order to advise the update to the Constrained Long-Range Plan, so it would be good if the projects could be updated by October 14<sup>th</sup>. Those who have a spreadsheet prepared can send it to Mr. Farrell to be input into the database. When it is finished, the database can be used to generate a list of partially funded projects, for example. Project cost should be only for the bicycle and pedestrian element projects that are incorporated into a larger project. It can be difficult to estimate the portion of a project cost attributable to the bicycle or pedestrian element, especially if the project has not even been scoped. However, we would still like some sort of planning-level estimate, which will give a rough idea of what will be spent. Ms. Allahdoust preferred that the total project cost be shown, along with a planning-level estimate. Mr. Farrell noted that when you are dealing with a 30-year plan, incorporating many projects which have not been scoped or

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designed, the project cost estimates are unlikely to be very accurate, however he would still like to have a global, planning-level estimate.

The CLRP is supposed to be in year of construction dollars.

Cost estimates could vary by construction year, and since these projects are largely unfunded, the construction year is indeterminate. For our purposes we want the current year cost.

Ms. Allahdoust asked if the plan was for an unlimited number of years. Mr. Farrell replied that it was intended to cover a 30-year time span. It should incorporate everything that is in all the plans.

To update the bicycle and pedestrian plan, an advisory group is needed, which will meet not more than three times, during months when the bicycle and pedestrian subcommittee is not meeting. Jim Sebastian and Michael Jackson have volunteered to serve on an advisory group. Mr. Gilliland volunteered to serve on the group as well.

- Top Priority Bicycle and Pedestrian Projects for 2009

All the projects are the same except two. The Henson Creek Trail has been removed, since Prince George's County cannot get MDOT's agreement to use the existing drainage tunnels under the beltway. MDOT wants them to drill new tunnels, above the flood plain. Prince George's selected the Rhode Island Avenue Trolley Trail, because they can get that one done. Alexandria plans to change its project, so we cannot adopt the list at this meeting. Mr. Gilliland asked if a jurisdiction could have more than one project. Mr. Farrell replied that it could, but that we had always looked to have a short, achievable list.

Please send pictures and descriptive text to Mr. Farrell.

- Bus Rapid Transit and Bike Sharing TIGER Grant Application

The application includes regional bike sharing, which would include 3000 bicycles and 300 docking stations in DC, Arlington, Alexandria, Fairfax City, Bethesda, and College Park.

The TIGER grant is due today. It is not certain when winners will be announced. There have been about 1500 applications from around the country.

Local jurisdictions can still buy into the bike sharing program. However, unlike the transit component, which does not have any additional operating costs because you are working with existing buses, jurisdictions that want bike sharing must commit to paying the operating costs.

## **7. Automated Bicycle Parking**

Mr. Wright spoke to a handout on Bike Stations. The Bike Stations are unstaffed, walk-in, steel and glass boxes, with bike racks inside, accessed by key or code. Automated, modular bike stations use far less space, and serve far more customers than is possible with lockers, at a lower cost. The station has secure electronic and video monitoring. Mobis is working on a stand-alone solar capability; currently utility hook-up is required. A 10' X 20' bike station can store 32 bicycles in a 200 square foot space. Bike storage is vertical for space efficiency.

The bike stations are manufactured in the Midwest, then shipped to the location where they are to be installed. Manufacture of a station requires about six weeks, and installation takes one day. The stations feature high-quality materials for durability, and extensive use of glass both for security and to advertise their function. The bike station aisle is ADA compliant. The bike stations are considered storage facilities, not for human occupancy.

New bike station boxes can be bolted onto the old, to expand as needed.

Mobis runs and maintains the bike stations; it is a turnkey system.

Lockers are cheaper up front, but are significantly less space-efficient, and have higher operating costs. The bike stations allow for a higher percentage of occupancy than reserved bike lockers, and allow for multiple users of the same space in a day.

Bike stations can be part of a multimodal hub, including transit, car sharing, and other modes.

Mr. Jackson asked if the bike station could be self-sustaining. Mr. Wright replied that unstaffed facilities could be break even from user fees if there were no land rent.

Mr. Meese asked if the security cameras should be proprietary; the police may want access. Mr. Wright replied that the camera feed could be shared with security agencies.

The new, staffed, DC Bike Station is run by the same company. Membership in one bike station would confer membership in the others.

Mr. Farrell suggested that based on DDOT's experience utility hook-ups, a self-contained solar unit would be ideal.

Mr. Meese asked if there was a removal cost if we chose not to renew the contract after three years. Mr. Wright replied that once you have it you've bought it. However, the proprietary

systems would not stay if the service contract were not renewed.

Mr. Farrell noted that WMATA will soon be replacing or upgrading its bike lockers, and it is open to replacing them with facilities such as this bike station.

### **8. DDOT Bicycle Counting Program**

Mr. Goodno spoke to a hand-out. Counts started in 2004. Counts were not consistent in terms of locations and quality. In 2008 COG was hired to do the counts. Of the 38 locations, only for 19 do we have counts for all the years. Only for the last two years, 2008 and 2009, is the data consistent and reliable.

The peak-hour trend for bicycling is positive.

### **9. Adjourned**