

# National Capital Region Transportation Planning Board

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## MEETING NOTES

### BICYCLE AND PEDESTRIAN SUBCOMMITTEE

**DATE:** Tuesday, July 18, 2017

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

**PLACE:** Room 1, First Floor  
777 North Capitol Street NE  
Washington, DC 20002

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

**VICE-  
CHAIRS:**

David Goodman, Arlington Department of Environmental Services  
Jeff Duncel, Montgomery County Department of Transportation  
Jamie Carrington, WMATA  
Jim Sebastian, DDOT

**Attendance:**

|                  |   |
|------------------|---|
| Steven Beavers   | City of College Park (by phone)                   |
| James Carrington | WMATA   |
| Cindy Engelhart  | VDOT  |
| Raymond Hayhurst | City of Alexandria (by phone)                     |
| Meredith Hill    | MDOT  |
| Oleg Kotov       | City of Rockville (by phone)                      |
| Karyn McAlister  | Prince George's County DPWT                       |
| Renee Moore      | WABA  |
| Allen Muchnick   | Virginia Bicycling Federation (by phone)          |
| Kelly Pack       | Rails to Trails (by phone)                        |
| Molla Sarros     | Maryland Department of the Environment (by phone) |
| Jim Sebastian    | DDOT (by phone)                                   |
| John Wetmore     | Perils for Pedestrians                            |

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**COG Staff Attendance:**

Andrew Meese  
Michael Farrell  
Charlene Howard  
Jessica Mirr  
C. Patrick Zilliacus

**1. General Introductions.**

Ms. McAlister chaired the meeting.

**2. Review of the May 16 Meeting Notes**

Meeting notes were approved.

**3. Jurisdictional Updates**

**4. Capital Trails Coalition Mapping Project**

Ms. Pack briefed the Subcommittee on the Capital Trails Coalition mapping project.

**5. Bicycle and Pedestrian Element of the Long Range Plan**

Ms. Mirr presented an on-line GIS map of the National Capital Trail, a circumferential bicycle trail around the core of the region, showing the projects needed to fill a gap in the trail, provide a short connection to a nearby destination, or upgrade an existing segment of the trail. The Subcommittee endorsed the map and list of projects for inclusion in the Long Range Transportation Plan, with the understanding that the map lines needed some minor cleaning up, and that a couple of projects did not yet have a fully defined route, hence the mapped locations should be treated as approximations.

**6. Open Streets**

Mr. Ciabotti spoke to a powerpoint. “Cyclovias” started in Bogota, and became increasingly popular in the 90’s. In the U.S. there are approximately 100 such events, which may involve closing several miles of roadway to motor vehicle traffic.

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Toole Design has adapted that concept in Howard County to have a partial closures, taking a lane to provide room for pedestrians and bicyclists, essentially creating a “Complete Street” on a temporary basis. These events are intended to increase public understanding of the benefits of Complete Streets, and are intended to pave the way for the adoption of a County Complete Streets policy. Signs, tape, chalk, cones are used to mark the pedestrian space. Staff interviewed people on how comfortable the facilities felt. The exercise helped identify deficiencies in the pedestrian network.

The plan had to be reviewed by an engineer at the Department of Public Works, and the police had to be involved, so it cost some money.

Portland, OR did a two-week demonstration, closing a lane on the Naito Parkway downtown.

Doing these temporary installations allows designs to be tested and vetted with the public before any permanent changes were made. The city is now spending \$350,000/year to carry out these demonstrations during special events, until they find the money to make permanent changes.

Boston and Charlottesville, VA have done similar demonstrations.

Mr. Dunckel asked about costs and the use of volunteer labor. In Howard County the Horizon Foundation provided funding to hire Toole Design, but there was a lot of County labor and volunteer labor involved as well. Mr. Dunckel noted that on Fenton Street there is a desire to install a cycle track. This segment is controversial, so it would be helpful to do such a demonstration, to help the residents and businesses see what the effects would be. Mr. Ciabotti said that they could discuss the feasibility and budget to put such an event together.

Ms. Engelhart said that the oldest example of such an event is the GW Parkway, where they used to close it on Sunday, and the response was so positive that the National Park Service built the Mt. Vernon Trail. WABA used to hold a ride on the GW Parkway.

Ms. McAlester said that typically you need someone at a high level to advocate. In Howard County it was the Horizon Foundation. In Portland it was the Director of Transportation, reacting to criticism of conditions during special events, who pushed the project. So a champion is necessary, but it doesn't have to be the same person everywhere.

A lot of traffic analysis goes into these events. Many roads have a geometry such that a lane can be removed without adversely impacting traffic.

## **7. Car Free Day**

Mr. Franklin spoke to a powerpoint.

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Car free day started in Europe and went worldwide in 2000. It coincides with European mobility week, which culminates with Car Free Day on September 22<sup>nd</sup>.

The Washington Region includes carpool and vanpool in Car Free Day. The goal is to encourage use of alternate modes. Car Free Day began in DC in 2007 under the leadership of Councilmember Tommy Wells, and it rolled out regionally in 2008. There was a roll-out event on 7<sup>th</sup> and F, funded by the District. The program is not currently funded for closures.

Car Free Day is not just for commuters. Anyone who typically drives a car alone is asked to consider alternatives, including teleworking.

If Mr. Farrell were to telecommute it would result in one less bicycle. He is not currently equipped to telework.

The web site is [carfreemetrodc.org](http://carfreemetrodc.org). It will be ready to accept pledges in two weeks.

O'Donnell Company is the PR firm.

Some of the jurisdictions do local events.

COG advertises Car Free Day on social media, radio, and transit. It also promotes Car Free Day through universities, a major source of pledges.

Ms. Engelhart asked if there were any universities that were completely car free. Mr. Franklin replied that some universities don't let Freshmen bring cars.

About 4500 people took the pledge last year. Bike/Walk together was 40% of participants, transit 41%. 24% of the participants would normally use single occupant vehicles. DC accounted for 30% of the pledges. Local promotion made a difference in getting people to pledge. Number one mode in DC was bike.

Ms. McAlester asked if there was an incentive for participation. Mr. Franklin replied that they were eligible for raffle passes. It's hard to get people to take the time to register and fill out the pledge form.

## **8. Other TPB Program Updates**

- Bike Ped Database. Log-in information has been distributed.

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- The Vision Zero workshop had good participation, good presentations. Subcommittee members expressed satisfaction. Not a lot of repetition between speakers.
- Street Smart Advisory Group will meeting August 7<sup>th</sup>. We will launch in October with all new ads. We hope it's a hit, so we won't to have to create another one for at least five more years.

**9. Adjourned**