

National Capital Region Transportation Planning Board

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MEETING NOTES

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

DATE: Tuesday, May 19, 2020

TIME: 1:00 p.m.

PLACE: VIRTUAL

CHAIR: Laurel Hammig, National Park Service

**VICE-
CHAIRS:**

Jeff Dunckel, Montgomery County Department of Transportation
Jamie Carrington, WMATA

Attendance:

Regina Aris	Baltimore Metropolitan Council
David Anspacher	Montgomery Planning
George Branyan	DDOT
James Carrington	WMATA
Joana Conklin	Montgomery County DOT
Chloe Delhomme	City of Manassas
Jeff Dunckel	Maryland Highway Safety Office
Nate Evans	MDOT Secretary's Office
Darren Flusche	Montgomery County Parks
Laura Ghosh	Loudoun County
David Goodman	Jacobs Engineering
Laurel Hammig	National Park Service
Wade Holland	Montgomery County
Yolanda Hipski	Tri-County Council Southern Maryland
Mackenzie Jarvis	Northern Virginia Transportation Authority
Joe Kelley	Frederick County (by pho
Heidi Mitter	VDOT-NOVA
David Patton	Arlington

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MiYoung Park	City of Gaithersburg
George Phillips	Prince William County DOT
Stephanie Pipierno	Capital Trails Coalition
Alyssa Roff	City of Rockville
Debbie Spiliotopoulos	Northern Virginia Regional Commission
Francine Waters	MDOT Secretary's Office
Vic Weissberg	Prince George's County DPWT (by phone)
Nicole Wynands	Fairfax County DOT (by phone)

COG Staff Attendance:

Michael Farrell
Charlene Howard
Andrew Meese
Jessica Mirr
Jon Schermann

1. General Introductions.

Laurel Hammig of National Park Service Chaired the meeting.

2. Review of the March 17 Meeting Notes

The Subcommittee approved the minutes with corrections.

3. Jurisdictional Updates

Montgomery County Parks is extending its open parkways through Memorial Day.

Maryland Highway Safety Office has completed its grant review cycle. One of the approved grants is Street Smart, as is a program to provide children's helmets. Most of the safety programs are on hold due to shutdowns. MDOT is also doing a series of highway safety seminars. Michael will send out a schedule to the distribution list.

Montgomery County is moving forward on its Vision Zero program. Mr. Anspacher said that Montgomery County is working on its Complete Streets design guide, which will be available in June.

MDOT Office of the Secretary reminds its jurisdictions that Maryland Bikeways applications will be accepted through June 5. The June Walk Summit has been rescheduled to October, and converted into a series of four 90 minute "Walkinar" webinars in the month of October.

Mr. Dunckel praised Francine's adaptability in transforming the Walk Summit.

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DC is updating MoveDC this year. There will be no major outreach effort. DDOT is moving very quickly on protected bike lane projects. DDOT is allowed to present to ANC's remotely. The cross-town cycle track on Irving Street NW near the hospital center is under way, fill a major gap in the bicycle network. Numerous other cycle track projects are moving forward rapidly.

DDOT has been able to get the parks authority and the National Park Service to close 16 miles of park road during COVID. Sidewalks are being widened, and more sidewalk widenings in commercial corridors are being examined. Residents may be able to use the block party request to close residential streets longer term.

Prince William County is in the process of updating its comprehensive plan, including bike share, e-scooters, etc. Small area plans are equivalent to activity center plans. Prince William got a Safe Routes to School grant through the Transportation Land Use Connections program, to identify gaps in the pedestrian network around schools. The County is also looking at pedestrian crossings countywide for improvements. Connections to transit by bike are being explored. The County is improving its trails data for the National Capital Trail Network.

VDOT is working on its Smart Scale program. There are four bike/ped funding applications in Northern Virginia. There is also a VDOT web page on road diets. Pedestrian crossings are also being improved. Nonmotorized counts will go online soon for Northern Virginia. Spring 2020 counts have been pushed back to the Fall, likely October.

City of Frederick believes it would be helpful to see how people's travel habits have changed due to COVID would be helpful, to guide street closures, etc. Arlington County has permanent bike counters which give good daily information.

Mr. Farrell noted that there is boom in bike sales. People are discovering bikes as a mode of transportation and recreation, and also as an alternative to driving and public transportation. Major cities want to reserved the Metro for people who must use it because of distance. The infrastructure to support everyone driving to work doesn't exist.

Loudoun has carried out a sidewalks and trails study to prioritize improvements. The study will be presented in July. Loudoun is also contributed to the National Capital Trail network. Loudoun is also considering the implementation of road diets and bikeways in conjunction with the repaving program.

NVTA has completed its public hearings for its six-year program. Webex and Facebook live streaming were used for the public comment.

City of Manassa recently adopted a new comprehensive plan, including its bike and ped network, with prioritization. There is a pedestrian crossing on Wellington Road slated for improvements

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soon.

Mr. Dunckel mentioned that SHA has installed a HAWK signal in Annapolis on West Avenue near the new library, the first in Maryland. It will be electrified on Thursday. It's been ten years since MUTCD added the HAWK signal.

NVRC is planning a summit this summer. NVRC is also applying for a small grant to purchase trail counters for the Potomac Heritage Trail.

Ms. Pipierno of WABA/Capital Trails Coalition introduced herself.

Arlington is working with TPB on its project database, a TLC grant for the W&OD Trail in East Falls Church. The bike counter dashboard is off-line right now.

4. Update on the National Capital Trail Network

Mr. Farrell spoke to a PDF map of the revised network. Only two Counties have had changes since the last time – Loudoun County and Montgomery County. Not all the changes have been digested yet so the status on some of these segments may need to change.

The Technical Committee rejected our first draft in February because we were missing most of the Loudoun data. We were missing data needed to determine eligibility, and we also needed to vet the Loudoun routes because there were too many of them.

In the case of Montgomery County, we had a lot of routes, but Montgomery County had a new plan which they wanted to see reflected. That work has been done and you see it on the map.

We anticipate revisiting the National Capital Trail Network within a year. Once it's been approved by the TPB we can start officially using it to prioritize funding, especially for the TLC and TA programs. Ms. Howard provided a link to the interactive map in the chat box. Mr. Farrell pulled it up and zoomed in to Loudoun and Montgomery Counties. The small historic towns don't have room for trails; they will have low speed limits and sidewalks. The visible gaps in the small towns need to be filled in. We haven't heard back from Manassas Park, but City of Manassas will speak with them so that gap can be filled.

There was a question on public involvement. Mr. Farrell replied that there had been no public involvement, but all the routes come from local plans which have been through an involvement process. The unfunded initiatives, of which this is one, have been publicized. Once it goes to the TPB there will be an opportunity for comment. Ms. Mitter asked about the on-road connections. Mr. Farrell replied that we have standards for eligibility. A lot of these multi-use paths will run along high speed roads, because that is where the right of way is, but we are

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asking for 10' wide paths and buffers. Some of the green lines on the maps should be red; they are not existing. We don't accept trails into the network until they meet the standards. Ms. Ghosh added that there had been a lot of staff-level involvement in creating the network, but it hasn't been passed up the chain in Loudoun County. Mr. Farrell added that in Prince William County the network had been approved by their trails and blueways committee. In the case of Montgomery County most of the added routes are part of their Breezeway network, which has a similar function to the National Capital Trail Network. Frederick County gave us their routes from their plan, and these are their long distance trails. There is a high level of buy-in to that network in the County.

There was another question about Charles County, why so few routes there? Mr. Farrell worked with Alex Waltz on the network; what you see is what they have planned that meets our standards. We had to dig hard even to show that the transitway in Charles County would have a ten foot wide trail.

Capital Trails Coalition did a great deal of outreach on their network, both to jurisdiction staff and to the public. We have largely adopted their network, but we have extended it to the outer jurisdictions. Once the Board has approved the network we will publicize it.

Mr. Farrell said that while we have some technical corrections to make to this map, we need to bring it to the TPB Technical Committee in June to stay on schedule. Mr. Farrell asked that the network be approved subject to any comments or revisions which are received within the next week. The Subcommittee agreed.

5. Status – Bicycle and Pedestrian Database

Mr. Farrell showed the new bike/ped module in the TIP database. The new database will be connected to the new TIP database.

We are working with the jurisdictions one on one to get the geospatial data that they have. Mandatory information amounts the facility type, length, and the geospatial data so we can map it. That is the critical information that we need to report to the TPB. We are trying to get the existing data loaded into the database before the new TIP goes live, likely in July, so that we can minimize manual entry.

There will be an on-line portal where the jurisdictions can edit and add project.

Ms. Charlene emphasized the benefit of reducing manual entry. However much of what we've gotten has been very involved, lots of little segments, as many as 3,000 per jurisdiction. If the jurisdictions can filter out the smaller projects that would be helpful.

6. Regional Safety Study – Preliminary Recommendations

Mr. Schermann spoke to a Powerpoint.

Mr. Farrell suggested that Mr. Schermann cut straight to the recommendations.

Mr. Schermann went through the technical slides quickly. Pedestrian crashes are number one in our region. Major arterials have many crashes.

The recommendations are for actions that we can take to reduce fatalities, regardless of who would do it. Actions should be proven counter-measures. The role of the MPO is explored. Mr. Schermann discussed the recommendations. The purpose of the study and recommendations are to give TPB concrete proven things that they can do to improve safety.

Recommendations will be taken to the TPB at their June meeting for information, then revised based on Board feedback.

7. TPB Program Updates

Spring Street Smart campaign has been deferred until September. However, \$30,000 has been allocated for COVID-related safety messaging on social media.

The dockless workshop will be pushed back until July. Vision Zero Arterial Design is still in early planning. It will happen no earlier than August.

Adjourned