

National Capital Region Transportation Planning Board

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MEETING NOTES

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

DATE: Tuesday, July 16, 2013

TIME: 1:00 P.M.

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

CHAIR: Carrie Sanders
Alexandria Department of Transportation and Environmental Services

**VICE-
CHAIRS:**

David Goodman – Arlington Department of Environmental Services
Jeff Dunckel, Montgomery County Department of Transportation
Kristin Haldeman, WMATA
Jim Sebastian, District Department of Transportation
Fred Shaffer, M-NCPPC, Prince George's County

Attendance:

Michael Alvino	National Park Service
Justin Antos	WMATA
David Brickley	9/11 Trails Memorial (by phone)
Catherine Bauer	Safe Routes to School Partnership
Joanna Conklin	Foursquare ITP
Heather Deutsch	DDOT
Jeff Dunckel	Montgomery County
Chris Eatough	BikeArlington
Kate Elkins	Maryland Highway Safety Office
Cindy Engelhart	VDOT (by phone)

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Jamie Fearer	City of Greenbelt
David Goodman	Arlington County
Arkopal Goswami	Loudoun County
Christine Green	Safe Routes to School National Partnership
Kristin Haldeman	WMATA
Michael Jackson	MDOT
Dan Janousek	MNCPPC Prince George's County
Bill Orleans	
George Phillips	Prince William County DOT (by phone)
Hillary Poole	City of Alexandria
Jim Presswood	Earth Stewardship Alliance
Carrie Sanders	City of Alexandria
Jim Sebastian	DDOT
Debbie Spiliotopoulos	Northern Virginia Regional Commission
Charlie Strunk	Fairfax County DOT
Pat Turner	BikeLoudoun (by phone)
John Wetmore	Perils for Pedestrians
Jason Zhang	Prince George's County DPWT

COG Staff Attendance:

Michael Farrell
Andrew Meese

1. General Introductions.

Participants introduced themselves.

2. Review of the May 21st Meeting Minutes

Minutes were approved.

3. Jurisdictional Updates

Arlington is adding more bikes, and will add more buffered bike lanes on North Veitch Street. Arlington has its first bike box in place, also on Veitch Street. Arlington has bike lanes leading to its bike box.

Arlington is planning a community bike ride, the Arlington fun ride, for October 5th. Arlington is also developing a bike parking app, which will enable users to input bike rack locations. It

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will enable crowdsourcing of bike rack locations, as well as allowing the public to suggest new locations. There will also be videoblogging of bike routes in Arlington, on a schedule of one every two weeks.

David Patton will brief this Subcommittee on Arlington's bike counting program in September.

VDOT is building a Route 27 bridge over 110, which will have a shared-use path and a sidewalk. One of the bridges near Franconia will be rebuilt to allow for bicycle and pedestrian crossings of I-95. Lastly, at Seminary Road there will be a new pedestrian crossing. Fairfax County Parkway trails are being rebuilt. Bike count locations will soon be established, including a cordon around Tysons.

Loudoun County is working on improving transit options in the county, including ADA compliance on sidewalks leading to bus stops.

Mr. Wetmore is concerned about the placement of fire hydrants and poles that block the sidewalk. Pedestrians.org highlights the issue.

Alexandria is adding more bike lanes. Alexandria launched bike share about a year ago, and the program has created more demand for bicycle improvements. Alexandria has created a bike box, and the Council has changed the code to permit bicycling on sidewalks outside the Central Business District. The bicycle and pedestrian plan is being updated, and more bike corrals are being installed.

Fairfax County has launched an interactive bike map on its web site, showing both on road routes and park trails. Fairfax has received a grant for bike share in Reston. On road bike facilities are done in cooperation with VDOT. Tysons Corner includes bike and pedestrian access to the Silver Line rail stations.

In DC the South Capitol Street trail which will connect from South Capitol Street bridge to the National Harbor and Woodrow Wilson bridge facilities will soon be in design. An RFP will soon be issued for Phase II of the Metropolitan Branch Trail from Fort Totten to Takoma. The Rhode Island Avenue pedestrian and bicycle bridge will go to construction soon. This will improve access from the station to the neighborhoods on the west side of the tracks.

City of Greenbelt is evaluating the accessibility of its bus stops, a project funded by a TLC grant. Greenbelt is also working on a pedestrian and bicycle master plan, and a bike share feasibility study. Greenbelt is also implementing a Safe Routes to School project for its elementary school. Greenbelt has a lot of old "diamond" bike lanes, so the city is looking into updating the markings and making them more uniform. The City of Greenbelt is also working on a Complete Streets policy.

The NVRC has developed a bicycle and pedestrian safety pocket guide. NVRC will also

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develop courses, modeled on BikeArlington's courses, for bicyclists and pedestrians. Courses would be in Spanish or English, and aimed at teens or adults.

The Safe Routes to School partnership is promoting safe routes to school programs with a number of local jurisdictions.

The National Park Service is studying bicycle and pedestrian circulation on the National Mall and some other locations.

Prince George's County has approved a signing plan for a trail.

Montgomery County has issued over 2,000 pedestrian citations in a recent campaign. Pedestrian at fault collisions have gone down, so the County is now focusing on drivers. Montgomery County will present at an upcoming workshop on Best Practices in Pedestrian Enforcement, likely at the end of August. Montgomery County has had eleven pedestrian fatalities so far, more than at this time last year. Parking lot collisions have increased; the County is meeting with property managers. Bike share will launch by the end of the summer, and it is generating more interest in bicycle facilities.

Mr. Farrell asked if all the parking lot crashes were truly in parking lots. Mr. Dunckel replied that they were. Ms. Engelhart said that the MUTCD has been expanded to cover parking lots within the last couple of years. Ms. Engelhart suggested that the design and signage of the parking lots should be compared with current MUTCD standards. Mr. Dunckel said that one challenge is that parking lots are private property. Ms. Engelhart replied that they could be opening themselves to liability if they ignore MUTCD. Mr. Jackson added that the MUTCD does not cover parking lots aisles but does cover parking lot entrances.

Not of a lot of studies have been done on safety in parking lots. But 30% of Montgomery County's pedestrian collisions were in parking lots.

Ms. Sanders suggested that once Montgomery County's parking lot study is finished the committee members might be interested in hearing the results. Parking lot safety could also be a research topic for TRB.

MDOT has a new Secretary, James T. Smith, who started on July 1st. SHA has released a new bicycle policy design guideline. There has been some controversy about the contents. All eight recipients except Prince George's and Greenbelt have been given approval to proceed. Montgomery County will add bike share by the end of the summer. University of Maryland and College Park have been funded to implement bike sharing. Work continues on a law enforcement video, which is likely to be released later this year.

NCUTCD is working on recommendations for bike boxes and bike signals, which hopefully will be included in the next version of the MUTCD.

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MDOT may send a nomination for US Bike Route 50 to AASHTO, which would be the C&O towpath and the Allegheny Highlands trail. These are congressionally authorized bike routes, for which AASHTO controls the designation. Advocates like designation; it brings in tourists. Bike counting is of interest since MDOT would like to get one for the BWI trail. Miovision and Eco-counter are a couple of firms that make bike counters.

Prince William County has been working with a Trails and Blueways Council, which is prioritizing trail building in the County, including factors such as connectivity, scenic quality, cost to construct and maintain, etc. The next meeting is on July 23rd.

Arlington's Automated Bike Counting presentation is deferred until next month. As more jurisdictions carry out bicycle and pedestrian counts, COG/TPB should look at ways of sharing that information, at least a series of links to the jurisdictions' programs. Arlington has a good summary of its program on its web site. If enough jurisdictions develop these programs, there may be a need to access that data seamlessly. Mr. Meese asked what the format of the data was – is it geo-located.

4. WMATA Bike Parking Census Results

Mr. Antos spoke to a powerpoint. Bike to rail is a strategic long term goal. Auto parking is at capacity at most stations. 40% of parking customers at most stations live three miles or less from the station. The census took place on good weather days only. Racks up to 150 feet away from a metrorail station entrance were counted, whether it belonged to Metro or not.

Number of parked bikes has increased by 1%, and the number of racks increased by 20%. Union Station is the number one station for parked bikes, not even counting inside the bike station. Some stations have a crunch on one side but not the other.

Ms. Engelhart asked where the bike parking would be put in Franconia – Metrorail or VRE? Mr. Antos said that the garage parking would be on the north side, the Metrorail side. Crossing VRE is difficult for pedestrians. Bicyclists also don't like to walk far; they will use the closest rack to the entrance.

The data does include the College Park Bike 'n Ride. The goal is 7000 bicyclists by 2020. That would be 2% of ridership, right now bike access is at 1%.

Mr. Jackson asked about the causes for low bike rack usage in some areas. Poor access is one problem, cul de sacs, freeways, etc. Ms. Engelhart said that some racks were not used because they were poorly located, in dark corners vulnerable to theft. Mr. Antos said that WMATA has exact data on where the racks are located, and whether it is lit and covered. WMATA has developed a needs inventory that applies a checklist to existing conditions. At some of the stations pedestrian and bicycle access improvements are cost-prohibitive due to freeway and rail

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lines that would have to be bridged. Mr. Jackson said that in some places the infrastructure was reasonable, say at Deanwood, but useage is still low. Ms. Haldeman said that at some stations, like West Hyattsville, the infrastructure is pretty good, but the ridership hasn't followed. Mr. Dunkel asked if WMATA had a map that would characterize the connectivity to stations. Ms. Haldeman said that they did not. Ms. Engelhart asked if the 2020 number would exceed current rack capacity.

Mr. Farrell said that we don't see people using the facilities in communities where we know from the American Community Survey that people aren't riding for other purposes either. Is Capital Bikeshare increasing the proportion of Metrorail customers that access the system by bicycle. Mr. Antos said that rail passenger survey would capture that information. Mr. Farrell said that the numbers for bike access looked to be on track for reaching the 2020 goals, even if parking of bikes at Metrorail stations was not growing quickly. Ms. Haldeman said that Capital Bikeshare was focused in the metro core, where Metro doesn't have bike racks. Mr. Farrell replied that there is a lot of bike riding in those areas.

5. TPB Program Updates

Mr. Farrell discussed progress towards the bicycle and pedestrian project database and the schedule for the 2014 bicycle and pedestrian plan update. The last major database update was in June/July 2010, so it would be good to update on an anniversary. The database provides measures for a number of TPB planning efforts.

Ms. Engelhart asked why the dates on the projects in the database were not auto-updating. Mr. Farrell replied that it is not an auto-update. The other changes are sticking. Mr. Farrell promised to look into adding an auto-update feature.

We also have a short list that we come up with every year, the top priority unfunded pedestrian and bicycle projects. The September 2012 list needs to be updated. The list is primarily a publicity tool. It will be made part of the bicycle and pedestrian plan. Mr. Meese added that when we produced the bicycle and pedestrian plan, one comment was that there should be a shorter priority list. This is that list. Ms. Engelhart asked if they had to be only construction projects. VDOT is trying to get signage for a US Route 1 routing project. Mr. Farrell said that it did not have to be a construction project.

The list projects are suggested by the local jurisdictions as their top priority, with some guidelines. We will try to put this list together in September.

Mr. Goodman asked what we can do to create more awareness around the list.

Mr. Meese said that it might be better to have a list of projects that would improve regional connectivity. Ms. Engelhart said that it might be better to have each project be supported by two jurisdictions. Ms. Sanders suggested that it might be helpful if we could have a map a meeting

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where we could look at projects that would improve inter-jurisdictional connection, that might improve the process and give it more attention. The Transportation Alternatives Program is for construction funds, not planning. At least 30% design should be complete.

The Regional Transportation Priorities Plan has resolutely avoided including anything that looks like a project. It's a list of goals, challenges, and strategies. They wouldn't incorporate our list into the RTPP, though we can show why our list advances the goals of the RTPP.

WABA's dc bike lanes tour on August 22nd, and Commuter Connections Car Free Days on September 20-22nd were announced.

6. Adjourned