

# **National Capital Region Transportation Planning Board**

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## **MEETING NOTES**

### **BICYCLE AND PEDESTRIAN SUBCOMMITTEE**

**DATE:** Tuesday, January 22, 2008

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

**PLACE:** COG, 777 North Capitol Street, NE  
First Floor, Rooms 4/5

**CHAIR:** Fred Shaffer –  
MNCPPC, Prince George's County

**VICE-CHAIRS:** Kristin Haldeman  
Washington Area Metropolitan Transit Authority  
Michael Jackson  
Maryland Department of Transportation  
Jim Sebastian, DDOT

#### **Attendance:**

George Branyan	DDOT
Dennis Frew	Fairfax Advocates for Better Bicycling
Jurek Grabowski	Fairfax Inova Trauma Center
Kristin Haldeman	WMATA
Jeffrey Hermann	Fairfax County DOT
Michael Jackson	MDOT
Yon Lambert	City of Alexandria
Rich Metzinger	National Park Service
Allen Muchnick	Virginia Bicycling Federation
Jim Sebastian	DDOT
Fred Shaffer	M-NCPPC, Prince George's County
Charlie Strunk	Fairfax County DOT
John Thomas	Frederick County
John Wetmore	Perils for Pedestrians

**Bicycle and Pedestrian Subcommittee**  
**Notes from the January 22, 2008 Meeting**  
Page 2

**COG Staff Attendance:**

Michael Farrell

**1. General Introductions.**

Participants introduced themselves.

**2. Review of the Minutes of the November 20, 2007 Meeting**

Minutes were approved.

**3. Selection of a New Chair**

Fred Shaffer from Prince George's County and Michael Jackson of MDOT have both volunteered to serve as Chair. Mr. Farrell suggested that since Michael Jackson had served as Chair, he was willing to demur to Fred Shaffer. The Subcommittee voted to confirm Fred Shaffer as Chair. Ms. Haldeman agreed to Chair the balance of the present meeting. Ms. Haldeman also agreed to serve as a Vice Chair

**4. Jurisdictional Updates**

Fairfax will be creating a bicycle map.

Prince George's is working on a master transportation plan which will include a bicycle and pedestrian element.

Alexandria is promoting a "Stop for Pedestrian" rule as opposed to "Yield to Pedestrian". On June 7 there will be an Alexandria Bicycle Committee bike ride. The city is moving forward with the plan to build a crossing over Holmes Run at Chambliss.

Arlington is working on accessibility to transit, including items such as sidewalks, crossing, and ramps. The County is prioritizing pedestrian improvements, including arterials and links between neighborhoods. Shelters will be provided for bike racks at five metro stations. Bicycle and pedestrian elements will be included in the next transportation plan.

Mr. Wetmore attended a recent APTA conference, where he raised the issue that walking and biking are relevant for greenhouse gas emissions.

Frederick County will do a countywide comprehensive plan update, which will include a bicycle and pedestrian element. More roads will include wide shoulders for cyclists.

Takoma Park is putting together a bicycle wayfinding sign system.

Metro customers are encouraged to report abandoned bicycles to the station manager. 300 bicycle racks have been replaced.

Mr. Jackson suggested that local bike shops could sponsor racks. Mr. Farrell asked about the results of the most recent metro rail passenger survey. Ms. Haldeman replied that the most recent survey showed a 60% increase in bicycle access to metrorail, and that she had been receiving more inquiries regarding racks. Mr. Farrell asked about the possible pilot project for electronic bicycle lockers. Ms. Haldeman replied that nothing had happened yet.

## **5. DC Pedestrian Master Plan**

Mr. Branyan spoke to a powerpoint presentation. Toole Design of Hyattsville is the consultant. Among the innovative tools that they brought which included corridor intercept surveys – interviewing people along the corridor itself. Public meetings got no more than 40 people. The on-line survey got the best numbers, with nearly 14,000 responses. It is not random, of course, but the raw numbers are tremendous. Ward 7 and 8 had the lowest response rates.

Unsafe street crossings were the most commonly cited problem, then personal security. Drivers not stopping for pedestrians was a major issue cited by pedestrians.

The plan includes maps showing pedestrian conditions, missing sidewalks, etc.

Walkout is another issue – the sidewalks are not wide enough on some roads to accommodate anticipated pedestrian volumes. Pedestrians may end up taking over some streets spontaneously, based on what has been seen elsewhere.

## **6. Review of Work Scope and Update on Electronic Bicycle Route-Finding Project**

Base Technologies, the Commuter Connections Consultant, will integrate available data. TPB already has a lot of data available data, both from Navtec and from Google. Apparently Google will be opening up its source code so that we can add bicycle routes to it. The next step will be to gather data from the outlying jurisdictions. The goal is to put a Beta version up, then improve it with user feedback. The Navtec data alone provides a street network with speed limits, which could be used for bicycle routing. What is needed from the jurisdictions are the off-road bike trails, which are not on Navtec, as well as the “Z-levels” or access points.

Mr. Farrell thought that having this be a part of Commuter Connections is a plus, since it could

help introduce cycling to a broader group of people.

The goal is to get data by mid-February. A Beta site needs to be made available by the end of the fiscal year, or July 1<sup>st</sup>, 2008.

Access points can be identified either by jurisdictional staff or by google satellite photos. Bike lanes, designated on-street routes would be good to have but aren't critical.

We are looking for GIS data layers, shapefiles.

## **7. TPB Work Program Updates**

- **Street Smart**

Mr. Farrell distributed a budget document. The FY 2008 budget is about \$740,000, of which 1/3 was spent in the Fall of 2007. We will soon send out letters requesting funding for FY 2009. The budget has nearly doubled, mostly from WMATA and DDOT, but also from increased local contributions. For FY 2009 the suggested contributions will remain at five cents per capita, or nearly the same dollar amount for the inner jurisdictions. WMATA does not have a population-based amount because it does not population; an application process will be discussed later with WMATA. The Spring campaign will take place in March.

- **ADC Bike Map**

The Seventh Edition is supposed to appear sometime in February. There is nothing more for this committee to do on it.

- **Trails Seminar**

Mr. Farrell distributed a draft agenda for the January 30 Trails Seminar.

- **Law Enforcement Seminar**

George Branyan will lead an enforcement seminar on February 28<sup>th</sup> here at COG. The target audience will be law enforcement officers. Law enforcement officers from DCMPD, Arlington, and Montgomery County will assist.

Mr. Branyan suggested that a Law Enforcement awards ceremony might be helpful in terms of getting law enforcement officers to buy in to the program. Mr. Farrell said that we had not decided to do an awards ceremony yet; we would like to see how well the enforcement seminar goes.

- **On-line database**

There has been a glitch in the software that our staff has not gotten around to fixing. We have also lost our IT head, which has pushed back adoption of new committee software.

It was pointed out that the projects in the database are out of date and incomplete.

We had said that the bike plan should be updated every four years, and the database every two years. Annual would be ideal, but since it is a labor-intensive process every two years is more realistic. We are approaching the two-year mark on the current data.

- **Top Priority Unfunded Projects**

The list adopted in December was bumped forward to the February TPB agenda. The table has been changed to reflect comments by the TPB Technical Committee for more information.

Mr. Muchnick suggested that we review the UPWP work program item for the Bicycle and Pedestrian program. Mr. Farrell promised to make a draft available to the Subcommittee before it goes to the TPB.

## **8. January 2008 TRB Sessions**

Mr. Jackson discussed a study from Copenhagen showing that bicycle lanes increased both cycling and bicycle crashes. Collisions on right turns were an issue.

Mr. Wetmore discussed a session on railroad grade crossings.

MUTCD is accepting comments on pedestrian crossing signals. Costs and benefits of uniformity are an issue. The HAWK signal is now in the MUTCD.

Social marketing convinces people to change their behavior.

## **9. Adjourned**