

National Capital Region Transportation Planning Board

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MEETING NOTES

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

DATE: Tuesday, February 2, 2021

TIME: 1:00 p.m.

PLACE: VIRTUAL

CHAIR: Jamie Carrington, WMATA

**VICE-
CHAIRS:**

Jeff Dunckel, Montgomery County Department of Transportation
Laurel Hammig, National Park Service

Attendance:

Fatemeh Allahdoust	VDOT
Jamie Carrington	WMATA
Jeff Dunckel	Maryland Highway Safety Office
Nate Evans	MDOT
Laura Ghosh	Loudoun County
Yolanda Hipski	Tri-County Council for Southern Maryland
Laurel Hammig	National Park Service
Dwight Jenkins	Virginia Highway Safety Office
Tiffany Jennings	Prince George's County DPW&T
Mackenzie Love	Northern Virginia Transportation Authority
Jack Kozelca	Capital Trails Coalition
Andrea Lasker	Prince George's County
Carole Lewis	DDOT
Karyn McAlister	DDOT
Miyoung Park	City of Gaithersburg
David Patton	Arlington
Stephanie Pipierno	Capital Trails Coalition
Alyssa Roff	City of Rockville

Bicycle and Pedestrian Subcommittee
Notes from the February 2, 2021 Meeting
Page 2

COG Staff Attendance:

Michael Farrell
Charlene Howard
Andrew Meese
Jon Schermann
Jackie Sellman
John Swanson

1. General Introductions.

Laurel Hammig of National Park Service Chaired the meeting.

2. Selection of a new Chair for 2021

The Chair of the Subcommittee rotates on an annual basis between the three states, the National Park Service, and WMATA. Jamie Carrington has agreed to serve as Chair for 2021.

3. Review of the November 17 Meeting Notes

The November minutes were approved.

4. TLC Program

Applications are currently being accepted. These are \$30-\$80k technical assistance grants, which are often bike/ped related. The deadline is March 8. This year there is an emphasis on the National Capital Trail Network and the Transit Access Focus areas.

Mr. Dunckel asked for confirmation that these were not cash grants. Mr. Swanson clarified that these are typical location-specific. These are not cash grants; we hire consultants that work on behalf of our members, though one did develop some educational materials.

The Maryland Transportation Alternatives Program will also be accepting applications from April to March.

Mr. Kozelca asked if an applicant could specify the consultants. Mr. Swanson replied that we had a list of prequalified consultants that we would work with the jurisdictions to choose from.

5. Jurisdictional Updates

WMATA has opened two of its bike and ride facilities at Vienna and East Falls Church. A bike ped access study is being completed, mostly for facilities on WMATA property.

Bicycle and Pedestrian Subcommittee
Notes from the February 2, 2021 Meeting
Page 3

DDOT has been plowing and salting trails and bike lanes. There is also a new traffic crash dashboard available to the public. DDOT will do an 18 month study on new technologies. The technologies will be installed and studied. DDOT is open to suggestions.

The Maryland Highway Safety office recently released its new Strategic Highway Safety Plan. The first meeting of the bike/ped emphasis area took place on Thursday. In 2020 there was a 7% increase in pedestrian fatalities statewide, with a bigger increase in Prince George's and Montgomery Counties. MDOT grants are now being accepted. A grants workshop will be held soon. Registration link was posted to the chat. MDOT has also released its bikeways cost estimators tool, for any kind of bike infrastructure.

Prince George's staff is partly on snow duty. The County is developing a bicycle and pedestrian plan. Ms. Lasker asked about Street Smart. Mr. Farrell replied that the digital buy was done for Fall, there was an evaluation survey done, and we will start planning for a Spring campaign shortly.

The City of Rockville installed ten bike racks in city parks, and completed design on a shared use path, and will accelerate implementation of its bike master plan.

US bike Route 1 is now fully signed in Virginia. The statewide bike/ped advisory committee takes place tomorrow.

VHSO numbers show a reduction in pedestrian fatalities in Virginia.

Ms. Allahdoust noted the lack of Virginia participants. Might be snow duty.

National Park Service is working on 15th Street corridor to the Jefferson Memorial. The Rock Creek Trail near the Kennedy Center will be funded by the Great American Outdoors Act.

6. Bicycle and Pedestrian Project Database

Mr. Farrell spoke to a powerpoint describing the larger project, though the contents are largely familiar to the Subcommittee. The database is the core of the plan. The new database is drawn from new agency bike/ped plans, and includes GIS data, which will allow the projects to be mapped, and facilitate various kinds of analysis./

Staff briefed the Subcommittee on the status of the database, the guide and recent training for the use of the on-line data entry portal, and the schedule and next steps towards the completion of the Bicycle and Pedestrian Plan for the National Capital Region. The bulk

Bicycle and Pedestrian Subcommittee
Notes from the February 2, 2021 Meeting
Page 4

import phase has been completed, and we are looking to get future corrections and additions entered through the Infotrak portal.

The vast majority of the jurisdictions have provided geospatial data. Everyone but the City of Alexandria and some of the MHSO projects in Prince George's County have provided it. Mr. Farrell thanked the group for their responsiveness.

That said, some agencies may want to consider culling some projects, since we have a large number of projects, and we want to make sure that the database is sustainable. Mr. Farrell summarized the types of projects that we'd like to see, especially larger projects that are responsive to agency goals. Every project must in an approved agency plan or elected official approved document.

We'd like to circle back on an annual basis to bring this database up to date, and be able to report progress to the TPB.

The goal to complete data gathering is February 19. Mr. Farrell will circle back with the jurisdictions and resolve any outstanding issue or missing data.

With regards to culling projects, there was question about preferences. A project that is likely to come to fruition frequently is also likely to be on radar screen of a TPB member. However, if a project is very large and significant, even if it is not likely to be completed soon, then it should be in the regional plan. While we don't need every single project, if you omit large ones it throws off our estimate of the what the region is trying to accomplish.

We need a database that can be maintained. If it's not maintained, then it's less useable.

Ms. Howard added that we want projects that focus on the National Capital Trail Network. Not everything that you put in the regional bike/ped plan will be part of the National Capital Trail network, but if you think it should be, then it should go in the regional bike/ped plan. It's also essential that we get the geospatial data. Mr. Farrell has provided links to the National Capital Trail Network and the Transit Access Focus Areas. We ask for trail width and surface because that's relevant to National Capital Trail network.

The projects currently in Infotrak come from relatively recent agency plans, so the information should mostly be accurate.

Ms. McAlister said that the Infotrak mapping function didn't always work. Mr. Farrell promised to look into that with the consultant and get the answer back to the Subcommittee members.

There are two ways to fix projects – update them, or delete them. DDOT used to have 500 projects in the regional plan, but is winnowing it down to around 150, which will keep it more

Bicycle and Pedestrian Subcommittee
Notes from the February 2, 2021 Meeting
Page 5

manageable. Project titles should include limits, since you often have multiple segments on a give road.

Mr. Farrell thanked Ms. McAlister, and noted that this is something of an unfunded mandate, though it did come from the TPB.

7. Regional Safety Program

Mr. Schermann briefed the Subcommittee was briefed on the status of the Regional Safety Program and gave an initial overview of its proposed structure. Mr. Schermann spoke to a memo. Each person can zoom in to read the memo.

The program will be modelled off the TLC program. It will provide short term consultant services, such as up \$60,000 planning studies and \$80,000 for project designs. It is authorized by a resolution that was passed in July. The current total budget is \$250,000.

Any TPB member jurisdiction or agency is eligible to apply. The application period is January 19 to March 22. A selection panel will review the applications. There will be one TPB staff member, one federal highway representative, and one representative from each of the three states.

The TPB resolution identifies effective countermeasures, which were identified by the regional safety study.

TPB is working to identify prequalified consultants, who will be able to do these projects through a task order under an existing contract, rather than through a stand-alone contract for each project. This will speed up the contracting process.

The next round of solicitations will be April-May, so very soon. The April-May time for solicitations will be standard in future years; the current January-February solicitation is an anomaly for this pilot year.

Once the selection panel approves the projects, and the TPB approves them, then there will be a second process to determine which consultant will work on which project. The States are eligible to apply, but we don't anticipate that MDOT or VDOT will apply.

Ms. McAlister expressed her approval of this new program.

Stephen Read at VDOT is aware of this program.

8. Other TPB Program Updates

StreetSmart. The annual report is available at bestreetsmart.net. There will be a Spring

Bicycle and Pedestrian Subcommittee
Notes from the February 2, 2021 Meeting
Page 6

campaign. We'll also have the results of our evaluation survey.

Workshops. Vision Zero Arterial Design will take place during the second half of April. There are new design manuals and practices which should be presented. It's not too late to get on the agenda.

The second workshop is the FHWA Bicycle Facility Selection Guide, a manual to help jurisdictions decide what type of facility is appropriate for a particular situation. FHWA will provide the trainers, and we should provide two local examples. This will be more of a professional training event, with at least 20 but not more than 40 participants. We will select a three hour time slot in March.

TRB has recorded all the panel sessions, and they are still available.

Adjourned