

National Capital Region Transportation Planning Board

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MEETING NOTES

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

DATE: Tuesday, September 20th, 2016

TIME: 1:00 P.M.

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

CHAIR: James Carrington, WMATA

**VICE-
CHAIRS:**

David Goodman, Arlington Department of Environmental Services
Jeff Dunckel, Montgomery County Department of Transportation
Kristin Haldeman, WMATA
Jim Sebastian, DDOT

Attendance:

James Carrington	WMATA
Cindy Engelhart	VDOT
Steve Friedman	Montgomery Ped Bike Safety Advisory (by phone)
Karyn McAllister	Prince George's County DPWT
Bryce Perry	Town of Herndon
Jim Sebastian	DDOT (by phone)
Molla Sarros	Maryland Department of the Environment (by phone)
Pat Turner	BikeLoudoun (by phone)

COG Staff Attendance:

Michael Farrell
Douglas Franklin
Andrew Meese

- 1. General Introductions.**
- 2. Review of the July 19th Meeting Notes**

Meeting notes were approved.

- 3. Jurisdictional Updates**

Mr. Carrington gave a brief update on Safetrack.

- 4. Bicycle and Pedestrian Project Database Update**

The Bicycle and Pedestrian Project Database will be incorporated into the ITip. Expected benefits include less duplication with the CLRP database, better project mapping, date and person-stamping of any changes to the database. Expected launch in October.

- 5. Bicycle and Pedestrian Projects and the Unstrained Long Range Transportation Plan**

As part of the process of developing an “Unconstrained” Long Range Transportation Plan, the TPB has completed an analysis comparing the system performance of the TPB’s Constrained Long-Range Plan and the “All-Build” Scenario. “All-build” includes the projects in the Bicycle and Pedestrian Project Database and other sources.

Mr. Farrell spoke to a powerpoint on the performance of the “All-build” scenario. Building all the projects in the various transportation plans would result in a reduced percentage of congested lane-miles, and improved access, relative to the “planned build” scenario. The percentage of jobs and housing with access to a high-quality bike path would rise steeply.

“All-build” will require significantly more money - \$70-100 billion more - than the “planned build”. The sources of such funding have not been identified.

- 6. Bicycle Beltway/National Capital Trail Summary Report**

Mr. Farrell discussed the summary report. Member jurisdictions will have an opportunity to comment on the projects identified as being necessary to complete the National Capital Trail.

- 7. Other TPB Program Updates**

- Regional Trails Coalition

The Regional Trails Coalition is looking for endorsements for its goals. The Subcommittee

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discussed a draft endorsement statement. The Subcommittee had no objection to the statement, as a model for a potential TPB resolution, and agreed that it could be presented to the TPB Technical Committee.

Mr. Farrell announced upcoming meetings of the Regional Trails Coalition, including the annual Regional Trails Symposium on November 17th.

- Street Smart

Sherry Matthews Marketing won the re-bid. We expect to get funding from the States at the same level as last year, but the status of the WMATA funding is unclear. Mr. Carrington promised to look into it.

It is DC's turn to host the event, and the tentative date is October 25th, subject to VIP availability.

The Tired Faces creative has served us well, but is finally showing some signs of diminishing returns. We're at 73% awareness, and it's hard to get rapid increases from that. Tentatively, the advisory group has decided to develop new materials in FY 2017, but will not use them until FY 2018, which will be next Fall. That will give us ample time to develop and review the new materials, while letting us get a little more mileage out of the old one, especially the video component which is only two years old.

Another new element is the enforcement activations, scheduled enforcement which gets pitched to the local press. It gives local press more opportunities to report on the campaign, and helps get law enforcement, whom we don't fund, more involved.

- ADC/Kappa Maps

We have a conference call scheduled for Tuesday with Kappa Maps group. They've shown some interest in updating the map. We'll discuss what we can do to help them update the content. The benefit to us is that we get a regional bike map at no cost to us. The benefit to Kappa Maps is a better product, which they can sell to the public.

Despite the growth of electronic mapping, there still seems to be some residual demand for paper bike maps. The inner jurisdictions all have one, and they distribute a lot of them, for free. They have some value for tourism, and they make good, detailed, general-purpose maps. There also seems to be a demand for an inside the beltway bike map, which would incorporate center of the region in one wall map.

- Regional Travel Demand Modelling

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This does appear to be moving towards an activity based model within three-five years. We are developing a regional network of bicycle facilities that can be used for that modelling.

In the past the modelers rejected the idea of bicycle and pedestrian travel modelling at a regional scale, as using too much computing power to be practical. The TAZ model was less data-intensive. But computers are getting better and cheaper.

- New COG Web Site

Mr. Farrell has restored the documents that were lost when we transitioned from the old web site.

The advantage of the new web site is that you can register yourself as a user and get notifications. However, I believe that this web site will have to co-exist with the Outlook distribution list, which includes more than 200 people, most of whom do not exist in our system, have not attended a meeting in years, and would have to be entered by hand. They may not want to receive every meeting notice, but may be interested in workshop notices.

- Bike Counts

Ms. Engelhart asked about a presentation by Charlene Howard, on putting the bicycle and pedestrian counts on the COG web site, including the manual counts that COG does under technical assistance. The data clearinghouse doesn't appear to have this information. We would need permission from the relevant jurisdictions to put those counts on the web site. BikeArlington has a very useful web site with all the automated counts. However, there should be a centralized location for the manual counts, which are now scattered, or not available on line.

Mr. Farrell asked Ms. Engelhart to send him an email giving him permission to put the manual counts on the data clearinghouse. Mr. Farrell offered to have Patrick Zilliacus send a request to the clients to have their data posted on the clearinghouse. A joint memo might be appropriate.

8. Briefing on the 2016 State of the Commute Survey

Mr. Franklin spoke to a powerpoint. We've been doing these surveys since 20001. It's a large survey, with over 6,000 respondents from around the region. The purpose is to learn about commute patterns and modes in the greater Washington region. People get gift cards for filling out the surveys. It's a long survey, so not well suited for a telephone interview. Walk/bike were reported as a single mode. There's a lot of information on age and ethnicity of respondents.

Mr. Carrington asked if the primary mode was similar to the American Community Survey. Mr.

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Franklin replied that it was.

Ms. Engelhart asked if there was any secondary mode captured. Mr. Franklin replied that he did not have that information with him, though they had captured some of it. Mr. Meese asked if it was possible to have a commute without walk as a secondary mode. Would there need to be minimum distance? Ms. Engelhart said that some surveys had attempted to do that, and had shown many more walk trips.

High-income people are somewhat more likely to bicycle. Mr. Farrell said that other surveys he had seen had shown that the lowest and highest income people had the greatest tendency to bicycle, and middle income people the least. Mr. Meese noted that this survey used household income without adjusting for household size. There may be a correlation between household size and tendency to bike and walk.

Only one third of DC residents drive to work alone. People who worked in the District were also much less likely to drive than people working in other states.

Bike and walk was rated best for money saving and health, and also rated high for saving time.

Mr. Farrell remarked that he noticed pollution when driving and stuck in traffic. The air intake on a vehicle is close to the exhaust pipe of the vehicle in front.

61% of weekly commute were made driving alone, 20% transit, 10% telework, 5% ride share, 3% bike/walk.

Commuter rail had the longest trip time and distance. Bikers and walkers traveled the shortest distance and took the least amount of time. 17% of respondents live less than a mile from a train station, so potentially walkable or bikeable. Mr. Meese asked if it was the closest train station or the closest station actually used. Mr. Franklin said it was the closest station.

Bikers and walkers reported by far the highest levels of satisfaction with their commute. Bikers and walkers live close to their job, and they have more control over their commute than transit users or even drivers. Metrorail is now tied with Metrobus, a significant deterioration from the last survey, three years ago. The current survey was before Safetrack, so presumably satisfaction would now be even lower.

Inner core workers were the least likely to drive alone and the most likely to take transit, bike or walk.

9. Other Items

A new walk, bike, driver guide will soon be available in Virginia. The new version will be organized by mode.

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