

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

## MEETING NOTES

### BICYCLE AND PEDESTRIAN SUBCOMMITTEE

**DATE:** Tuesday, May 21<sup>st</sup>, 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 Dunkel, Montgomery County Department of Transportation  
Kristin Haldeman, WMATA  
Jim Sebastian, District Department of Transportation  
Fred Shaffer, M-NCPPC, Prince George's County

**Attendance:**

Greg Billing	WABA
George Branyan	DDOT
David Brickley	9/11 Trails Memorial (by phone)
Jeff Dunkel	Montgomery County (by phone)
Cindy Engelhart	VDOT (by phone)
David Goodman	Arlington County
Mike Goodno	DDOT
Arkopal Goswami	Loudoun County (by phone)
Christine Green	Safe Routes to School National Partnership
Kristin Haldeman	WMATA

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Michael Jackson	MDOT
Dan Janousek	MNCPPC Prince George's County
Phil Koopman	Bicyclespace (by phone)
Alex Krughoff	Prince George's County
Allen Muchnick	Virginia Bicycling Federation
Jennie Nevin	Prince George's County
George Phillips	Prince William County DOT
Hillary Poole	City of Alexandria
Deanna Reed	Prince George's County DPWT
Carrie Sanders	City of Alexandria
Jim Sebastian	DDOT
Shawntea Smith	Prince George's County DPWT
Debbie Spiliotopoulos	Northern Virginia Regional Commission
Charlie Strunk	Fairfax County DOT
Kate Sylvester	MDOT
Gail Tait Nouri	WMATA (by phone)
Pat Turner	BikeLoudoun (by phone)
Jason Zhang	Prince George's County DPWT

**COG Staff Attendance:**

Michael Farrell  
Andrew Meese

**1. General Introductions.**

Participants introduced themselves.

**2. Review of the March 19<sup>th</sup> Meeting Minutes**

Minutes were approved.

**3. Jurisdictional Updates**

The City of Alexandria is installing bike lanes, and is updating its bicycle master plan. The number of Capital Bikeshare stations will be doubled in the coming year. The City is also kicking off its Complete Streets neighborhood enhancement program with the Holmes Run neighborhood.

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Montgomery County hired a bicycle capital projects manager last month, Anne Shepherd. Montgomery County has also signed a bikeshare contract and has hired a dedicated bike sharing manager.

WMATA is doing its annual bike parking census, to determine how many people are accessing the system by bicycle. WMATA will also approach the jurisdictions for the latest round of its efforts to improve bike and pedestrian access to its stations. The bus division is working on a bus and bike training video. Metro is also accepting bikeshare station applications. Applications have been received for Rhode Island Avenue in DC, and Rockville and Shady Grove in Montgomery County. Lighting issues are being examined. West Hyattsville and East Falls Church will get Bike 'N Ride bike parking facilities. Some new lockers have been ordered.

Montgomery County has gotten permission to proceed with bike sharing. MDOT is working on a bicycle training video for law enforcement officers. MDOT is working on improving its pedestrian and bicycle crash data, including trail crash data which is currently not available, and hospital data. Over the longer term, the crash report format should be redesigned to treat bicycles as vehicles.

DDOT is advancing the use of HAWK signals, which are now in the MUTCD as a recognized traffic control device. There will be one at 11<sup>th</sup> and Florida NE where the pedestrian fatality happened recently. They cost \$125,000 each, nearly the same as a full traffic signal. Mr. Branyan believes that the HAWK is self-explanatory, but DDOT has created a brochure to explain the device. The main confusion is drivers remaining stopped during the flashing red phase, which actually makes it safer. Drivers are supposed to stop on the flashing red, and then proceed if it is safe to proceed. The main challenge with the HAWK signal is that everyone wants one, and the cost is too high to put them everywhere. Only 20 pedestrians per hour are needed during the peak hour to warrant a HAWK signal, according to the manual.

The HAWK signal remains dark unless actuated. If it were to remain green as a default, motorists would expect it to be green all the time and stop noticing it. Legally the HAWK signal is a "hybrid beacon", not a signal.

Prince George's County is putting a bike lane on Branch Avenue.

MDOT is accepting bikeways grant applications.

NVRC is working on a bike ped safety guide.

Loudoun County has submitted a TLC grant to look at bicycle and pedestrian facilities around future metro stations. Loudoun is also looking at mobility options for the disabled, including sidewalks and transit. Lastly, the Supervisors have directed staff to report on how bicycle and pedestrian policies in the County are being implemented through various projects. The study

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will likely focus on missing links in the network. For Bike to Work Day Loudoun had two pit stops on the W&OD Trail, and 500 participants.

#### **4. Maryland State Bicycle and Pedestrian Plan**

Ms. Sylvester spoke to a powerpoint.

MDOT will host its second public workshop in Rockville on June 11<sup>th</sup>. There is an advisory group, and a series of stakeholders meetings are being held.

One piece of feedback is Bicycle Level of Comfort scores are not totally reliable.

Maryland is considering prioritizing bicycle and pedestrian accommodation in high demand areas.

Mr. Muchnick asked how MDOT tracks the implementation of bicycle and pedestrian projects. MDOT is having the consultant evaluate the status of 66 action items from the 2002 plan, based on consultant interviews of MDOT staff. There is also an annual attainment report, which includes bicycle and pedestrian measures. MDOT also has a five year business plan, which tracks additional measures.

Mr. Dunckel said that MDOT is still not putting in bike lanes in many locations, but is prioritizing putting in wide travel lanes. Ms. Sylvester replied that SHA has a new policy on marking bike lanes with guidelines regarding how much they can narrow the motor vehicle lanes. Some projects have been grandfathered, and training on the new policy is needed.

Mr. Dunckel asked what the bicycle and pedestrian priority areas will mean for areas like White Flint. What will the agencies do differently? Ms. Sylvester replied that this plan will help define what a bicycle and pedestrian priority area means.

The plan won't change design guidelines or standards.

A member suggested that urban and rural areas should be treated differently.

BLOC is a national methodology, but there may be confounding factors, such as a shoulder fouled by gravel. Mr. Branyan suggested that where BLOC shows a low level of comfort, it's probably correct, even if it's not always correct when it presents a high level of comfort. To some degree the evaluation is subjective.

Mr. Dunckel suggested that new, less experience transportation bicyclists may be less comfortable on the roads than seasoned "road warriors" or recreational cyclists.

Mr. Branyan asked if the plan would do anything to promote the acceptance of the HAWK signal by MDOT. Now that it is in the MUTCD, Maryland should use it. DC is using it, and there should be consistency between DC and the Maryland suburbs.

Ms. Haldeman asked that the plan reflect interactions between bicyclists and street-running transit. Portland is trying to look at street cars and bikes. Bus operators like the bike lanes on Pennsylvania Avenue. Engineering treatments can make the bus/bike interactions less contentious.

## **5. WABA Bike Outreach and Education Accomplishments**

Mr. Billings spoke to a powerpoint.

Mr. Billings is the first full-time paid advocate that WABA has had, apart from the Executive Director.

WABA had its origins back in 1972, with a focus on fixing the problem of wheel-eating grates. Currently it has 4500 dues paying members.

WABA represents bicyclists in DC, Montgomery County, Prince George's County, Arlington, Alexandria, and Fairfax County.

One of newest programs is the Women and Bicycling program. Ten role models host meet-ups and gatherings. WABA is also reaching out east of the Anacostia river, where use is low and facilities are scarce.

Mr. Jackson asked whether east of the river outreach included outreach to adults, who might benefit from more physical activity. Mr. Billings replied that the majority of outreach was to adults. The kids come with the parents to the events. WABA has a full-time coordinator working in Wards 7 and 8.

A member asked about outcome measures. For encouragement and education, participation and numbers served are the measures. WABA teaches 500-1000 adults and 2000 children each year in cycling classes, as part of the DC Safe Routes to School program.

What about teens? Safe Routes to School does not cover high school, so WABA is not doing much with teens. There is a youth education tool on the WABA web site. In DC WABA brings a few bikes, in Maryland they have a trailer full of bikes. There is some Spanish language outreach, with Spanish language classes in Arlington.

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The Confident City Cycling class is a shortened, 3-hour version of the League of American Bicyclist course. WABA does post-class surveys of participants, asking them of about their bicycling.

Mr. Jackson asked if WABA was doing anything about the closure of Oxon Cove trail by National Park Service after 4:30 p.m.

Mr. Billings will likely host a tour of the DC cycle tracks in late August, probably during a workday morning.

**6. Montgomery County and Prince George's County Pedestrian Safety Trends**

Mr. Dunckel spoke to a powerpoint. Crash data comes from the police department. Data is available through 2012.

Montgomery County averaged about 430 collisions per year before the program started.

Fatalities and serious collisions have declined significantly. The County attributes this decline to speed cameras, traffic calming, and the targeted measures taken in high crash areas.

In 2012 there were 24 more collisions than in 2011. Many were in parking lots. Many of the parking lot collisions (19%) were severe, perhaps because of an over-representation of seniors.

Collisions are higher in the Fall than during the summer, more likely on the week-days.

A majority of the collisions were motor at fault, and the proportion has been rising. Mr. Branyan suggested that the increase could be the result of better educated police officers. Mr. Dunckel agreed that that was possible; since the County started requiring that fault be identified, in 2010, the rate of motorist at fault has gone up.

Ms. Haldeman asked if collisions correlated with Metro Stations. Mr. Dunckel replied that they did, and along with bus stations.

Judges are starting to uphold more of these citations, at least in part because the County could show that education and outreach had been done in advance.

The County has an active Safe Routes to School program. The program has reduced collisions from 48 before to 7 collisions after.

Ms. Nevins spoke to a powerpoint. Prince George's County DPWT has been working closely with MDSHA, which provided most of the data. 77% of the pedestrian fatalities in Prince George's County occur on State-maintained highways. Prince George's has had some decrease

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in collisions. One priority is better coordination with the police to get more real-time information on collisions.

Mr. Jackson asked if there was any basis for defining the age ranges for adult drivers? Mr. Dunckel said that he could not think of one. To know whether an age group is over-represented, you'd need to know the number of drivers in that age group and Montgomery County does not have that information.

Enforcement of pedestrians is relatively new in Montgomery County, and most of the tickets are still given to drivers. Given the information we have on drivers being at fault the enforcement focus will likely continue to be on drivers.

## **7. TPB Program Updates**

- FY 2014 Regional Bicycle and Pedestrian Plan Update

Mr. Farrell spoke to a powerpoint. Previous plans dated from 2006 and 2010. The plan identifies the major projects that the region is to carry out by 2040, whether funded or unfunded, from state and local plans. The FY 2014 TPB work programs calls for an update to the regional bicycle and pedestrian plan.

The plan projects are in an on-line database, which has not been updated since 2010. The TPB's regional Complete Streets policy calls upon us to update the database after adoption, and every two years thereafter. The database allows us to track progress on implementing bicycle and pedestrian projects over time, as well as giving us a summary of the planned facilities for walking and bicycling in the Washington region.

The goal is to have the database complete by the July Subcommittee meeting, have a draft plan approved by the Subcommittee in September, so that it can go to the TPB Technical Committee in October and be approved by the TPB in November or December.

Completing the plan update in FY 2014 will keep us on a four year schedule. It assumes no major change in the structure and purpose of the plan.

Mr. Farrell asked first, whether this schedule for updating this plan is realistic given people's workloads, and second whether the Subcommittee was interested in changing the structure or purpose of the plan.

Mr. Farrell will coordinate with each agency to make sure we have a staff person who is responsible for completing this information. Ms. Sanders asked Mr. Farrell to send an email with a link and instructions within a week or so. Ms. Haldeman asked if the text would be

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updated. Mr. Farrell replied that it would be, but the database is really the heart of the plan.

If we can get the database updated every year, Mr. Farrell would update the text as well. Most of the information, such as safety data, mode share data, etc. new information becomes available once a year, and best practices change more slowly than that.

Ms. Haldeman asked what the relationship was between the Bicycle and Pedestrian Plan, and other regional plans such as Region Forward and the Regional Transportation Priorities Plan. Mr. Farrell replied that Region Forward and the Regional Transportation Priorities Plan were not at the same level of detail; they contain general priorities and strategies, but not specific projects. Ms. Haldeman said that we should see how our projects do fit into those priorities.

Mr. Billings suggested that there are projects which should be done that are not in anybody's plan. Mr. Farrell replied that all of the projects in the regional plan are already in a local plan; we do not try to identify projects that are not already in a plan, or prioritize the ones that are. The top priority unfunded projects are all in local plans already.

Mr. Muchnick asked why we are doing this update now rather than a year from now if this is to be done every four years. Mr. Farrell replied that it's a fiscal rather than calendar year schedule. Mr. Meese added we are trying to get back on schedule; the October 2010 plan was late. Mr. Muchnick said that we should be tracking the annual funding in the TIP, and we should be tracking what is actually completed, both of them on an annual basis.

Mr. Farrell said that this database should show when projects are completed, and where. Mr. Muchnick said that National Park Service was needed.

**8. Adjourned**