

# National Capital Region Transportation Planning Board

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## MEETING NOTES

### BICYCLE AND PEDESTRIAN SUBCOMMITTEE

**DATE:** Tuesday, March 17, 2020

**TIME:** 1:00 p.m.

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

**CHAIR:** Laurel Hammig, National Park Service

**VICE-  
CHAIRS:**

Jeff Dunckel, Montgomery County Department of Transportation  
Jamie Carrington, WMATA

#### Attendance:

Fatemeh Allahdoust	VDOT
Nadia Bhatti	EcoInteractive
Eric Brenner	Capital Trails Coalition
James Carrington	WMATA
Jeff Dunckel	Maryland Highway Safety Office
David Goodman	Jacoby Engineering
Laura Ghosh	Loudoun County
Laurel Hammig	National Park Service
Mackenzie Jarvis	Northern Virginia Transportation Authority
Tiffany Jennings	Prince George's County
Joe Kelley	Frederick County
Karyn McCallister	DDOT
Heidi Mitter	VDOT-NOVA
David Patton	Arlington County
George Phillips	Prince William County DOT
Debbie Spiliotopoulos	NVTA

**Bicycle and Pedestrian Subcommittee  
Notes from the March 17, 2020 Meeting**

Page 2

Francine Waters  
Vic Weissberg  
Nicole Wynands

MDOT Office of Security  
Prince George's County DPWT  
Fairfax County DOT

**COG Staff Attendance:**

Michael Farrell  
Matthew Gaskin  
Charlene Howard  
Andrew Meese  
John Swanson

**1. General Introductions.**

Laurel Hammig of National Park Service chaired the meeting.

**2. Review of the March 17 Meeting Notes**

The Subcommittee approved the minutes.

**3. Jurisdictional Updates**

**Maryland**

MDOT (Nate) – Feb. 25<sup>th</sup> grants available thru MDOT. Not doing workshops this year but will be providing 101 consultations with grant managers.

Francine Waters (MDOT office of the security) –Walk Summit on June 3<sup>rd</sup>, hosting national speakers, focusing on walking for health etc. Receiving an invitation in the next 30 days. Summit will be located in Hanover, MD.

PG County (Tiffany Jennings) – PG Public Works Transportation participated in the MDOT webinar on grants and funding on Feb. 25<sup>th</sup>. Participating in bike to workday. Co – hosting at and with PG Community College. Planning to participate with Street Smart but the corona virus seems to have that on hold.

**Virginia**

Arlington – had an event in March that had to be cancelled. Not officially cancelled anything in April. Natural walking day April 1<sup>st</sup>. Bike Arlington Forum moving to a new platform. I hope

**Bicycle and Pedestrian Subcommittee**  
**Notes from the March 17, 2020 Meeting**

Page 3

some of you have gotten a chance to look at it. Bike counter dashboard hope to have it back up soon. Pushing federal biking and walking messaging across our platforms.

**Question** (Mike F.) – Are we seeing biking going up or down?

**Answer** – Haven't did a detail search, since we are working from home. Will check twitter and look at the counter.

Prince William County (George) – Preparing for bike to workday on May 15. 10 pit stops up and ready to go. Resolution and Proclamation given to board April 7<sup>th</sup>. Some Advertising thru our county website. Updating our comprehensive plan, also writing a draft for mobility chapter. Writing up new policies and updating on policy for bike and ped goals. Take out to various communities to share.

Fairfax (Nicole) – Like every county, bike and ped plan includes safety plan. Getting ready for Bike to work.

MDTA (MacKenzie) – on Wednesday March 11<sup>th</sup>, 5<sup>th</sup> annual northern VA transportation round table. Focused on connected and autonomous vehicles and on electric vehicles. Capital bike share and e-scooters were highlighted in particular by a panelist multi mobilism.

VDOT (Heidi) – Inaudible (very mumble)

Loudoun County – Structure program (inaudible, hard to understand)

Northern VA Commission (Debbie) – share program that includes a pocket guide and instructor training that goes on where there are instructors who go out and do training outreach elsewhere. Revised pocket guides are moving forward and ready for print. Training suppose to have interest and IG course have been postponed. The interest training will move forward as a webinar. People from Prince William, Fairfax and Loudoun County.

**Question:** MacKenzie to Heidi – Accounts taken place and are there going to be adjustments because of Covid – 19?

**Answer:** (Some parts are in audible) taken place April or May, no adjustment for Covid – 19.

Maryland Highway Safety Office (Jeff B.): Plan on revised strategic highway safety plan and planned a summit for the 24<sup>th</sup>, that is going to be remote. Planned a high safety summit for the 14<sup>th</sup>, that will not be held in a tele conference manner. It has been postponed until the fall. No one is in the office as of right now.

WMATA (Jaime) – internally kicked off our new study pedestrian bicycle access blueprint improving access to our stations. This one is specifically focus on things that WMATA can do

**Bicycle and Pedestrian Subcommittee**  
**Notes from the March 17, 2020 Meeting**  
Page 4

on our own property to improve access authorization and cover things like bike parking, etc. Improving the experience for people who walk to the station, there's a lot of station that are not involved with the community around them.

WMATA (David) – update on east falls church bike and ride station. Nearing completion, however bringing it fully online will get interrupted this summer by the shutdown. Vienna bike station also will be affected by it. Bike to workday planning is moving forward. Unclear of what we will provide. Bike demo stimulation of secured bike station for different parking solutions. Bikep, more secure version of a bike rack. Bar comes around and secures your bike. Lock it and unlock it thru smartphone app.

George Mason – Regional conference in June will be moving that out to September. A few webinars coming up in June and July.

Eric – (some things were in audible) both organizations are out, opportunities. So many are out and the only thing you can do outside is walk or bike. Rock creek park trails are crowded.

John Swanson – Applications for the Transportation Alternative Set Aside program for both MD and DC will be opening up in April. MD's application period will be from April to May 15<sup>th</sup>. Will be posting the application to our website and MDOT. DC applications will be available early April to Mid-May and may extend to June.

#### **4. Bringing Bicycle and Pedestrian Projects into the Transportation Improvement Program Database**

Ms. Bhatti briefed the Subcommittee on the redesign and integration of the Bicycle and Pedestrian Project Database into the Transportation Improvement Project Database. Combining these databases will reduce duplication of effort and improve the accuracy of the bicycle and pedestrian projects.

Obsolete and excess fields will be eliminated, and some new fields added. Subcommittee members will be asked to provide comments on the mock-up of the new input page.

Mike: Bringing our regional database of bicycle pedestrian up to date. Our bicycle pedestrian database is more or less an all build database of projects from all the plans from all the bicycle pedestrian plans in the region, and it is the core of the regional bicycle pedestrian plan. However,

**Bicycle and Pedestrian Subcommittee**  
**Notes from the March 17, 2020 Meeting**  
Page 5

it is out of date; it has been 5 years since we last updated it. It's currently a freestanding database separate from the TIP database. We are going to combine those databases to one database. Every time you need to update a TIP project that includes bicycle and pedestrian accommodation, the corresponding TIP project, if there is one, will be updated.

Ms. Howard said that the data fields worth with the information the agencies are already tracking.

Charlene Howard endorsed this clean slate approach, rather than using the legacy bike ped database, which is badly out of date. We will take all the data and what we have been gathering from all the new jurisdictional bicycle and pedestrian plans and load that into our database. There will be significant labor savings. While not everything will be complete, this is still the best approach to move things forward. COG may filter out projects that are not regionally significant. This approach will minimize the amount of time you spend entering data. If you already have a project database we want to be able to enter that in bulk for you.

Mr. Farrell added that he had been speaking with David Anspacher at Montgomery County, and that he had promised to send all of their data by the end of the month. We may have to come back to you with questions if the data you provide is incomplete.

One person asked whether bike racks or corrals could be added to the information tracked, and the number of auto parking spaces removed. Mr. Farrell asked if that could be included in the project description. Mr. Farrell expressed skepticism about the need to track the number of auto spaces removed, as opposed to the amount of bike and scooter parking added. We can ask for that information if you're willing to provide it.

We can always add additional options to the facility type pull-down menu.

We'd like your feedback pretty quickly, since we need to get this done before the ITip is finished.

Mr. Farrell discussed some of the other requested information. We are asking for length of facilities, by centerline miles. Ms. Bhatti said that we can send out an updated version of the data entry form later.

We will simplify the alignment choice to "along an existing roadway" vs. "on an independent route."

Width and surface are part of the criteria for inclusion in the National Capital Trail. Mr. Farrell suggested that we should have a smaller number of required facilities, including project type. Mr. Farrell promised to send a short list of required fields. There is a minimum level of information below which we are not getting useful information. We need facility type, miles, and location so we can map it.

Mr. Farrell said that the TIP is a four year document, and only things that require federal funding. A jurisdictional long-range plan may well include projects that do not require federal funding. So not all the projects in the long-range bicycle and pedestrian plan will be in the TIP. There will be projects that are in the TIP, projects that are in the long range plan, and then projects that are not in either but will still be in the bicycle and pedestrian plan.

Mr. Farrell asked if Nadia needed any more information. Nadia promised to send out a revised Word document and asked for changes by the end of the week.

## **5. Update on the National Capital Trail Network**

Staff briefed the Subcommittee on progress and next steps required to complete the National Capital Trail plan, which will be presented to the Transportation Planning Board in June.

Mr. Farrell posted a presentation to the TPB Technical Committee on the draft National Capital Trail. When it was presented two issues came up. Just as when this Subcommittee saw the map, we were still missing the metadata that we needed to judge the eligibility of the Loudoun County facilities for the National Capital Trail. Loudoun County agreed to provide the data by the end of March.

Another objection that came up was that Montgomery County has adopted a new plan since the data for the National Capital Trail network was adopted. Many projects in that plan, which fit our selection criteria, are not included in the draft network. David Anspacher at Montgomery County planning has agreed to provide us with all the GIS layers for the bicycle and pedestrian facilities in their new plan, and we can vet them for eligibility.

Arlington also has a new bicycle plan, but the trail map does not look very different from the old plan, and Arlington is already well covered by the National Capital Trail.

We will return to this Subcommittee with a revised map in May, which will be ready to go to the TPB Technical Committee.

## **6. Update on Transit Access Focus Areas**

Mr. Swanson spoke to a powerpoint.

Ms. Howard assisted extensively with this project.

This project is designed to list and approve a series of TAFA's (Transit Access Focus Areas). They should have both deficiencies in their walk/bike network and significant latent demand.

**Bicycle and Pedestrian Subcommittee**  
**Notes from the March 17, 2020 Meeting**  
Page 7

This is once of the seven aspirational initiatives in the TPB's long-range plan, Visualize 2045.

This list will help us prioritize funding.

All the TAFAs are in activity centers. Walkshed analysis was used to identify deficiencies. We also examined whether they are within equity emphasis areas where there a large numbers of minorities or low income people.

Selection of the TAFAs was coordinated with the jurisdictions. The list included stations that will be in place by 2030. It does not include bus-only transit centers, but it has been suggested that it should, since many such transit centers have higher ridership than commuter rail. Jurisdictions must submit suggestions by tomorrow for them to be considered. Members will be offered to submit their own scores for the walksheds. The list will be finalized within the next month, and the objective will be to seek TPB approval in May or June.

Ms. Allahdoust asked about Prince William County. Mr. Swanson replied that there are not a lot of rail stations. TPB will do some outreach meetings in other counties.

## **7. TPB Program Updates**

- Regional Transportation Safety Study. This will be presented at the May 19 meeting. Jeff Dunckel might be able to present his safety study at that meeting.
- Street Smart. The Spring Street Smart campaign has been pushed back from April until June, at least. The Virtual Reality training events, which involve sharing headsets, are not likely to happen anytime soon. We'll likely roll those resources into internet advertising.
- The March 31 Connected and Autonomous Vehicles Forum will be rescheduled, no earlier than May
- The proposed Vision Zero Arterial Design workshop will not happen before August.
- Covid-19. Everything that we can do virtually is being done virtually. There will be no in-person meetings for the immediate future.

**Adjourned**