

National Capital Region Transportation Planning Board

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MEETING NOTES

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

DATE: Tuesday, March 15, 2011

TIME: 1:00 P.M.

PLACE: COG, 777 North Capitol Street, NE
First Floor, Room 1

CHAIR: Kristin Haldeman
Washington Metropolitan Area Transit Authority

VICE-CHAIRS: Michael Jackson
Maryland Department of Transportation
David Goodman – Arlington Department of Environmental Services
Jim Sebastian, District Department of Transportation
Fred Shaffer, MNCPPC, Prince George's County

Attendance:

Fatemeh Allahdoust	VDOT/NOVA
Justin Antos	WMATA
Monica Backmon	Prince William County (by phone)
Jeff Dunckel	Montgomery County (by phone)
Chris Eatough	BikeArlington
Dan Goodman	Toole Design
David Goodman	Arlington County
Arkopal Goswami	Loudoun County Planning (by phone)
Kristin Haldeman	WMATA
David Hayes	National Park Service
Michael Jackson	MDOT
Philip Koopman	BicyclePASS
Dustin Kuzan	MDSHA
Allen Muchnick	Virginia Bicycling Federation
David Patton	Arlington County

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Carrie Sanders	City of Alexandria
Jim Sebastian	DDOT
Fred Shaffer	MNC-PPC Prince George's County (by phone)
John Thomas	Frederick County
Pat Turner	BikeLoudoun (by phone)
Elisa Voigt	NPS-NAMA
Bruce Wright	Fairfax Advocates for Better Bicycling
Matthew Zych	WMATA

COG Staff Attendance:

Sarah Crawford
Michael Farrell
Andrew Meese

1. General Introductions.

Ms. Haldeman chaired the meeting. Participants introduced themselves.

2. Review of the Minutes of the January 18, 2011 Meeting

Minutes were approved.

3. Jurisdictional Updates

Prince George's County has had several trail projects that have made progress, including the Anacostia River Trail. The Rhode Island Avenue Trolley Trail Extension to Hyattsville is being studied. A trail study for connecting the WB&A and Anacostia River Trail is in progress. Connecting Cheverly and Bladensburg is a priority. There is a TLC project going on on Naylor Road. Fairfax County is installing bike parking.

Legislation in Maryland for 24-hour trail access is on hold. Jim Sebastian and Michael Jackson attended a regional meeting on a US Bike Route 1, and on Friday Ginny Sullivan of Adventure Cycling met with Mr. Jackson and other Maryland officials regarding the route in Maryland. A regional meeting might be beneficial. MDOT has received a grant to do a video on bicycle traffic safety for law enforcement officers. Mr. Jackson has met with Maryland State Police and Baltimore City Police, to decide what should be in it. The video should be no more than one hour in length, and would be used to train law enforcement officers.

The City of Alexandria is working on the Chambliss Trail Crossing design, which will connect the Holmes Run Trail with the Fairfax trails network. Discussions are continuing with regards to

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joining Capital Bikeshare. Bike parking will be expanded at the King Street metro station. Safe Routes to School projects are in progress, improving crosswalks. Arlington is expanding Capital Bikeshare into the Rosslyn-Ballston corridor, starting in Rosslyn. The Route 110 Trail is in an environmental assessment. Design on Bike Boulevards on 9th Street and 12th Street paralleling Columbia Pike have been completed. Toole Design is working on a wayfinding and signing system for Arlington's trail system. Wayfinding has been a longstanding issue on Arlington's trail system.

DC is expanding Capital Bikeshare, with 22 additional stations expected to open this summer. DC is working on designs for pedestrian safety corridors, which might include road diets. As part of Street Smart, DDOT has been training its traffic control officers.

Montgomery County has started construction activity for the season on its sidewalk and traffic calming projects. The 16th Street Circle on the District line is one of those projects. Montgomery County is interested in Capital Bikeshare, but is still working to identify funding. 2010 pedestrian collision numbers came in a couple of weeks ago, and they look encouraging. Level 4 and 5 collisions (serious) as a percentage of all pedestrian collisions declined from 34.5% to 25.8% from 2007 to 2010. Mr. Dunckel believes that speed cameras and traffic calming are responsible. The first bicycle and pedestrian priority area has been designated within the county by MDOT. The goal is to encourage more walking and bicycling in these areas.

Loudoun County Board of Supervisors is examining ADA compliance within the County. There is also a bicycle and pedestrian plan for future Metrorail station areas is under development. One half, One and three-mile radius plans are being developed. A countywide prioritized list of bicycle and pedestrian projects is under development.

Ms. Turner of BikeLoudoun has been working with Mr. Oswami on the Metro station plans.

Prince William County requires pedestrian heads on new signals, and is retrofitting traffic signals with ped heads.

National Park Service is working on a plan for the mall that will include pedestrian and bicycle enhancements. Another study will look at the Mount Vernon Trail as a transportation corridor. Connections to adjacent communities will be examined. A "scholar" will prepare this study.

4. WMATA Bicycle and Pedestrian Program Capital Improvement Program

Mr. Zych spoke to a powerpoint on the WMATA Capital Improvement Program. One goal is to triple the bike mode share in ten years, and have it go up by five times in 20 years. Missing nodes for pedestrian circulation are a focus.

Some stations have a large footprint with significant parking, while others have a small footprint.

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An inventory will be done on use of bike parking at different facilities. Toole Design will produce concept plans for improving parking at various stations. A list of unmet needs will be produced. WMATA is also looking for input from the Subcommittee members for needs around stations, as well as on WMATA property.

Cutting-edge bike parking technologies will be considered. Opportunities to provide bike parking off of Metro property will also be examined. Future locations for bike parking will be prioritized. The 2020 mode share goal is 2.1%, up from 0.7% now.

Lockers may be moved from locations where they are under-used to locations where they are in demand.

Wayfinding and orientation will be considered.

WMATA is looking for input for both on-site and off-site improvements around Metro stations. WMATA would like to know what locations are generating complaints. FTA guidelines allow pedestrian projects to be funded up to ½ mile from the station, and bicycle improvements to be funded within three miles of the station. Cost estimates and some estimate of feasibility should be included in all proposals. GIS data is welcome if it is available. Eligible projects include missing sidewalks and crosswalks. Another issue is security, so projects that would improve bike security will be considered.

WMATA will look at stations that have a high number of people driving who live within three miles of the station.

Ms. Haldeman noted that completed TLC projects are a good source of proposed pedestrian and bicycle improvements around transit.

Mr. Farrell asked whether expansion of Capital Bikeshare would be an eligible project. Ms. Haldeman replied that we could put it on the list of eligible projects, since it could help address the last-mile problem.

Mr. Goswami said that the Loudoun County stations are years away from completion; are projects within a three-mile radius of a future Metro station eligible. Ms. Haldeman replied that they probably would be eligible, given that these stations are funded and will be built. However, she will have to check the guidance again to make sure. Right now this is a six-year program.

Ms. Haldeman said that the goals for bicycle access are aspirational, but achievable. Another rail passenger survey will be done in 2012.

5. TPB Program Updates

- **Street Smart**

There has been some drama regarding the content of the Street Smart program. The process was the same as in previous years, but the TPB Technical Committee did not like the materials. Planning for the campaign was delayed while last-minute changes were made to the materials. Mr. Farrell quickly went through a powerpoint which will be presented to the Transportation Planning Board tomorrow.

We have produced new materials every year, in a large part because of our reliance on earned media, but also because the ads do age, especially when member jurisdictions such as Montgomery County run the materials between campaigns. When people see these ads enough, they eventually tune them out.

Our new approach, “giant pedestrian safety problem”, or the giant red shoe, got mixed reviews at the TPB Technical Committee. Unfortunately the DDOT representative was one of the persons giving a negative review. We have reworked the wording on the materials to make the message clearer, which is one of the criticisms. We still don't have final date for our kick-off event. The four-day hold that we had to put on the planning to revise the materials pushed everything back.

We have a beefed-up evaluation element, including an observational study.

One of the things that was delayed was asking for money; since the TPB Technical Committee didn't like the materials we thought it was a bad time to ask for money.

We did not do anything different this year from what we've done in previous years, but this year we had a blow-up. To forestall something like this, we should add some sort of citizen focus group. To do two full professionally moderated process will cost \$20,000. We may also go to the TPB Technical Committee earlier.

We had not done that in the past due to time and budget issues. Our budget is already tight.

Another possibility would be to use the Citizens Advisory Committee as a focus group.

We have time to decide what to do.

The McAndrews contract is likely to be renewed next year. A competitive bidding process would need to start in June for the following year. However, the following year will be five years since the last competitive bid, so we will likely have to do a competitive bid.

The McAndrews have won a competitive bidding process for this campaign twice.

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If the Subcommittee would like to see a rebid done this year, we can do it. The advisory group would be called upon to serve as a selection panel.

- **Bicycle and Pedestrian Project Database**

Mr. Farrell had not yet sent out the reminder email, but will do so shortly. The purpose of updating the database is to give us performance indicators for the regional Bicycle and Pedestrian Plan, and the Region Forward 2050 plans.

- **Transportation Land Use Connections Program Call for Projects**

Ms. Crawford announced the most recent call for projects for the TLC program. There will be an application workshop on Friday. The deadline for project submissions is May 18th. Projects should range from \$20,000 - \$60,000.

6. Arlington Bike Counting Program

Mr. Patton spoke to a hand-out on the Arlington bike counting program.

The “Safety in Numbers” theory is that the crash rate will go down and bicycling increases, and that has been the experience in Portland, Oregon.

Arlington has done substantial volunteer manual counts. The forms are fairly detailed. The data is entered into a database which can be queried.

Tube counters can be used to count bicycles, though not pedestrians. Tube counts show clear patterns of commuters.

Arlington obtained newer counting devices from Ecocounter, which includes a loop in the pavement to count bicycles, while an infrared detector in a post counts bodies. The bicycle count can be subtracted from the warm body count to get the pedestrian count.

Bicycle numbers are extremely sensitive to wet weather. Snowmagedon dropped the bicycle count on the Custis trail to near zero, since the trail was not cleared. About 3000 bicyclists per week were unable to use the trail.

Arlington County allocated \$100,000 to buy more automated counters. On the Rosslyn-Ballston corridor bike counters are being installed that can distinguish between bicyclists and motor vehicles.

There have been minor problems with vandalism.

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Data can be retrieved remotely from the counters, and is available on-line. The internet connection in the meeting room was too slow to make a live connection to the web site, so Mr. Patton spoke to a screen capture.

7. MDOT's School Bicycle and Pedestrian Policy Survey

Mr. Jackson discussed the recently completed survey of bicycle and pedestrian policies at schools. Policies are generally set at the school level rather than district-wide. Some schools prohibit walking and bicycling due to safety concerns.

8. Adjourned