

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, November 27th, 2012

TIME: 1:00 P.M.

PLACE: Room 3, First Floor
777 North Capitol Street NE
Washington, DC 20002

CHAIR: Jeff Dunckel
Montgomery County Department of Transportation

**VICE-
CHAIRS:**

David Goodman – Arlington Department of Environmental Services
Kristin Haldeman, WMATA
Jim Sebastian, District Department of Transportation
Fred Shaffer, M-NCPPC, Prince George's County

Attendance:

Monica Backmon	Prince William County (by phone)
Greg Billing	WABA
Jeff Dunckel	Montgomery County
Chris Eatough	BikeArlington
RJ Eldridge	Toole Design Group
Sherif Elkabbani	Prince George's DPWT
Kate Elkins	MHSO
Cindy Engelhart	VDOT
Arkopal Goswami	Loudoun County
Kristin Haldeman	WMATA
Phil Koopman	BicyclePASS
Dustin Kuzan	MDSHA (by phone)

Bicycle and Pedestrian Subcommittee
Notes from the November 27th, 2012 Meeting
Page 2

Dwight Martino	Locus LLC
Allen Muchnick	Virginia Bicycling Federation
Fred Shaffer	M-NCPPC Prince George's County
Heather Strassberger	Baltimore Metropolitan Council (by phone)
Gail Tait-Nouri	WMATA
Pat Turner	BikeLoudoun (by phone)
Eliza Voigt	NPA-NAMA
Victor Weissberg	Prince George's DPWT
John Wetmore	Perils for Pedestrians
Kenna Williams	Sherry Matthews, Inc.

COG Staff Attendance:

Michael Farrell
Andrew Meese

1. General Introductions.

Mr. Dunckel chaired the meeting. Participants introduced themselves.

2. Review of the Minutes of the September 18th meeting.

The minutes were approved.

3. Jurisdictional Updates

CB83, the Prince George's Complete Streets Bill, is close to being adopted. It will incorporate both Complete and Green Streets provisions, possibly the first Complete Streets bill in the country to do so. Others may want to look at it as a model.

WMATA has finished sidewalks at Glenmont Station. Will start at Huntingdon station. Started the design of two Bike n Ride facilities at Takoma and Vienna. Considering doing one at Twinbrook.

Arlington recently finalized a long-range planning document for Capital Bikeshare. It can be found at Bikearlington.com/tdp. Arlington continues to give out many reflective items for the Fall to promote visibility. This was done before the Street Smart campaign, so Arlington had its own items.

MDSHA is working with pedestrian safety stakeholders in District 3. Please let them know if you want to be on the mailing list. Kate Elkins is the contact person for now.

Bicycle and Pedestrian Subcommittee
Notes from the November 27th, 2012 Meeting
Page 3

VDOT is about two months into its planning of its contracts for next year's paving. VDOT will develop an FAQ sheet on the paving program.

Ms. Haldeman asked what impact the bus on shoulder initiative might have on bicycle or pedestrian access. Ms. Engelhart said that she was looking at that issue for VDOT.

National Park Service is examining the gaps in its trail system.

Mr. Wetmore expressed concern over utility companies putting utility poles in the sidewalks, rendering them ADA-inaccessible. Mr. Dunckel said that the County had very little leverage over Pepco. The County now gets plans from Pepco, showing where they will place utility poles. In Virginia when utilities replace poles they are not required to improve, only replace in kind. Mr. Wetmore said that beyond the ADA minimums it would be nice if the utilities would strive not to obstruct the sidewalk.

Montgomery County had a recent high-profile fatality. Montgomery County has created a bicycle coordinator position, which will be filled within three to four months. The Montgomery County bicycle program will be expanded.

Loudoun County did a good Street Smart event.

MDSHA will soon update the state bicycle and pedestrian master plan. Kate Sylvester is the lead staff person. MDSHA is also carrying out a pedestrian safety program. SHA is also going to do a statewide pedestrian safety campaign, including educating people on the laws and safe practices.

Prince William County is developing a trail infrastructure plan.

4. Demonstration of Bikeplanner.org and the Rackspotting web tool.

Mr. Eatough demonstrated the tools. Rackspotter is a site for finding and rating bike racks. It is intended to be used with a mobile phone, and enables crowdsourcing information on location of bike racks.

Bikeplanner.org is a bike routing tool which is now out and available. It is fully integrated with bikeshare information, and offers user options for choosing more bike friendly or more direct routes. It also allows the user to go in through openstreetsmaps to edit the base maps, to add additional routes. It is a tool for crowdsource information on bike routes. This was a demonstration project by Openplans at no cost to the public. Information on bike availability at bikeshare stations is updated every 30 seconds.

5. Briefing on the new Transportation Alternatives Program under MAP-21

Mr. Swanson spoke to a hand-out.

Ms. Engelhart asked whether recreation trails is being cut. Mr. Swanson promised to check.

Likely total sub-allocation for this region for Transportation Alternatives is \$4-5 million.

While this is not a lot of money, it does offer an opportunity for the TPB to set up a regional selection process.

That said, there are a lot of challenges, including coordination among the three States, and transitioning from the previous Enhancements program.

Funds sub-allocated from each State will stay within that State. The DOT staffs will be responsible for implementation.

There's also a question as to whether a particular project gets funded out of Statewide funds or the sub-allocated funds.

In the regional selection process project readiness will have to be considered, and expertise from the State DOT's may be needed to help evaluate project readiness. Selection would reflect regional goals and regional criteria.

A minimum 20% match will be needed for the region. Safe Routes to School formerly had no match; now it will require a 20% since it is a part of this program. That's a federal requirement.

We will likely combine the FY 2013 and 2104 funds into one joint solicitation.

VDOT has a backlog of enhancements projects in the pipeline. VDOT intends to fund projects already in the pipeline for FY 2013 with Transportation Alternatives funds, and they would like to do the same in FY 2014. For FY 2015 they are willing to move to a regional selection process. Ms. Engelhart asked that this presentation be posted on the web site.

Mr. Eldridge asked if the DOT could apply for these funds. Mr. Swanson replied that they cannot; local governments can apply, but State DOT's cannot.

The Subcommittee's top priority unfunded bicycle and pedestrian project list may have some bearing on which projects are selected, but they will have to go through the regional selection process like every other projects. And since the projects require a 20% match the local agency has to be advocating for it. The 20% match is an obstacle to the extent that local jurisdictions may be reluctant to authorize a 20% match without any assurance of getting the regional funds.

Ms. Engelhart said that the State DOT's set aside enough funding to make the match requirements routinely; they know that if they select a project that they have the match money, while a local jurisdiction that is applying doesn't have that control.

6. Briefing on the November 2012 Street Smart Pedestrian and Bicycle Safety Campaign.

Mr. Farrell gave a brief overview of the Street Smart campaign. The Fall budget is low but we've been successful getting free exposure through bus cards. We've also done well with press coverage, and there will be three outreach events that we will do in partnership with radio stations. We will use shortened tips cards with attached reflective zipper pulls.

Spring will be much bigger, with more paid media, as well as pre-packaged news stories. There will likely be three radio events. The kick-off press event will be in DC.

7. Complete Streets Follow-On Actions

Mr. Farrell is trying to get as many agencies as possible to the Complete Streets policy survey that has been sent out. Non-relevant questions don't have to be answered. It should not take more than 25 minutes to fill out. There are only a few required fields. If something becomes an issue let me know and we can work around it. So far a little under a third of the jurisdictions have responded. This has to be presented to the TPB Technical Committee in December.

The regional database could be a problem since Ms. Engelhart will go on disability again in September.

A workshop will be scheduled for January. Ms. Engelhart asked if there would be enough progress to report. Mr. Farrell thought there had been enough change in the course of a year to make it worthwhile. Even once you have a policy there are still issues surrounding implementation, and you may be able to benefit from hearing about your peer's experiences. Last but not least, we told the TPB that we would hold such a workshop.

Some of the other ideas for workshops, such as the AASHTO bike guide and NACTO bike guides, have been pre-empted by workshops recently held in Arlington. Ms. Engelhart that shared-use paths have a new document, and there are new developments in ADA. Mr. Farrell said that we can follow up with an ADA training in the Spring; we have not done one in some time.

8. Adjourned