

National Capital Region Transportation Planning Board

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MEETING NOTES

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

DATE: Tuesday, January 18, 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:

Jim Austrich	DDOT
Fatemeh Allahdoust	VDOT/NOVA
Justin Antos	WMATA
Arkopal Goswami	Loudoun County Planning
Kristin Haldeman	WMATA
Michael Jackson	MDOT
Philip Koopman	BicyclePASS
Dustin Kuzan	MDSHA
Allen Muchnick	Virginia Bicycling Federation
Jim Sebastian	DDOT
Gail Tait-Nouri	Montgomery County DOT
John Thomas	Frederick County
Bruce Wright	Fairfax Advocates for Better Bicycling

COG Staff Attendance:

Monica Bansal
Michael Farrell
Rex Hodgson
Andrew Meese

1. General Introductions.

Ms. Haldeman chaired the meeting. Participants introduced themselves.

2. Review of the Minutes of the November 23rd, 2010 Meeting

Since the tapes of that meeting were lost, members are encouraged to send corrections to Michael Farrell by Friday.

3. Jurisdictional Updates

Mr. Jackson discussed several legislative items, including a proposal to require that certain bicycle paths allow 24 hour access for commuters. Some commuters have been cited for traveling after dark. Some concerns have been expressed concerning the potential costs. The bill would limit liability, and only require that linear trails be kept open 24 hours.

In Minneapolis some bike trails are now being plowed.

Ms. Haldeman asked if the Maryland jurisdictions would be providing comment on these legislative items.

Ms. Tait-Nouri said that the MNCPPC on the Montgomery County side had opened the Capital Crescent Trail to evening commuters. They might be able to offer some insight on the issue.

Ms. Haldeman suggested that the Maryland jurisdictions get together and discuss the issue further.

Ms. Tait-Nouri announced that the Montgomery County Council has proposed fully funding the Metropolitan Branch Train in Montgomery County.

Mr. Kuzan had some information on opportunities funding for pedestrian transit improvements on State highways provided those improvements are within 500 feet of a bus stop. Areas on State Highways within a ¼ mile radius of Metrorail stations are also eligible for this sidewalk

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retrofit program. Mr. Farrell asked Mr. Kuzan if he had a summary brochure or memo describing this program, which could be distributed to the group.

Mr. Wright announced that the Tysons master plan was being wrapped up, to be followed by a Countywide plan. Fairfax Advocates for Better Bicycling will give a presentation to the Fairfax Board on Safe Routes to School.

Mr. Goswami is working on several initiatives. Bicycle and pedestrian improvements are being planned for the areas around future Metro stations. Ms. Haldeman asked to meet with Mr. Goswami's group in the future.

Mr. Muchnick announced that on Friday there had been a meeting on US bike routes through with Adventure Cycling. VDOT representatives and Mr. Wright were there. On Tuesday, March 8th there will be a meeting on the interstate bicycle route system at the AASHTO headquarters at 444 North Capitol Street. Ms. Haldeman suggested that Mr. Muchnick send out meeting information. Mr. Farrell noted that there was a listserv, and directions have been sent out on how to use it.

4. Draft Employer/Developer Outreach Materials for Capital Bikeshare

Ms. Bansal discussed the draft outreach materials which had been distributed. One is directed at jurisdictions wanting to join, the other at potential private-sector and developer sponsors. The jurisdictional brochure will have detailed, step by step instructions on how to join Capital Bikeshare. Comments are welcome, by close of business Friday if possible.

Mr. Farrell suggested that station installation and other capital costs should be presented together.

Mr. Meese suggested that a range of costs could be presented. Mr. Sebastian suggested that round numbers should be presented to avoid giving false precision. The numbers do come from DDOT's contract, but each jurisdiction's costs are likely to be different, based on different economies of scale, location, inflation, etc.

Mr. Meese asked whether there was a minimum number of required stations, especially if they are not contiguous with stations in other jurisdictions. Mr. Thomas said that Frederick has considered the feasibility of doing one, so they would not like to see a minimum number. All these brochures will have to be approved by the operator, Alta Planning.

For developers and employers, bike sharing could be part of a transportation demand management plan. For a retailer, it can bring customers. There are also health and other benefits.

There would be one contact person here at COG who could connect potential sponsors with planners in various jurisdictions.

Mr. Sebastian thought that information on how to use the system should be less prominent in the developer brochure.

Mr. Meese asked if there had been any expert advice from marketers. Mr. Hodgson replied that the draft had been presented to the TDM marketing group. They had wanted to know if there were studies available to show the benefit of having bikeshare in front of a business. GoDCGo will also vet these materials. Mr. Farrell asked if Bixi has done any benefit studies for Bixi stations. Mr. Hodgson replied that they had not, but if the group is aware of studies he would be interested in seeing them.

5. Other TPB Program Updates

Street Smart

Mr. Farrell briefed the group on the progress of the Street Smart program. We will create new materials, and the advisory group is exploring those with the consultant.

Letters will be sent out requesting funds for FY 2012 on a basis of five cents per capita.

Pedestrian and bicyclist fatalities have decreased less quickly than other types of fatalities.

We would like to do a corridor or area observational study to measure the effect of the campaign on behavior.

The more enforcement occurs the better. We don't pay for enforcement, but if you are going to do enforcement, it pays to do it while we are running our ads.

Mr. Wright said that he could lobby for his (Fairfax) supervisors to contribute. Mr. Farrell replied that it was still not too late to contribute for this year's campaign.

The campaign dates will be March 20th through April 16. The kick-off event will probably take place in the District of Columbia.

Kick-off events are generally held in jurisdictions that are contributing to the campaign.

Ms. Allahdoust asked if other federal funding was available. Mr. Farrell replied that we had a budget on the order of \$600,000. We could use more money for media. However, where the program really needs more resources is on the enforcement side.

The state, Virginia DMV for example, could fund enforcement during the campaign.

DC uses NHTSA funding for both the media and for enforcement.

Ms. Allahdoust suggested that Mr. Farrell could see what is available. Mr. Farrell said that he would speak with the State highway safety people, since they already have programs that fund overtime enforcement. Mr. Muchnick said that the Virginia DMV gives a lot of money to the police, and they could give money for pedestrian enforcement. They currently do not do a lot of pedestrian enforcement; we can make the case that it should be proportionate to the number of pedestrian deaths in Northern Virginia.

Bicycle and Pedestrian Project Database

In other business, as of next May we would like to update the database of bicycle and pedestrian projects in the regional plan. That update will serve as the basis for a progress report to the TPB in July. Ms. Allahdoust suggested that reminders on how to access the system should be sent out.

The Unified Planning Work Program has been amended to specify that the Bicycle and Pedestrian Subcommittee will advise the creation and distribution of marketing materials for Capital Bikeshare.

6. Evaluating Access Strategies for Secure Bike Parking at Metro

Mr. Antos spoke to a hand-out. PlanitMetro.com has details.

Parking is a cost-effective way of improving access to Metro stations, especially compared to auto parking.

Mr. Meese asked if anything would be done with existing bike lockers at College Park. Ms. Haldeman said that for now, no.

Cost estimates are not yet available.

Mr. Meese asked about unauthorized uses of these facilities, such as long term storage. Mr. Antos replied that unused bikes will be tagged and removed.

Ms. Allahdoust suggested double-decking the parking. Similar systems are being considered in Reston, and they should be compatible if possible.

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Mr. Farrell asked about the security of the bike cages. In the case of employer bike cages, you have a relatively limited and trustworthy group of people who have access to the cages. In the case of WMATA, it may be a much larger group of people. If anyone with a Smarttrip card can get into the cages, there may be a problem with theft of small items off the bikes such as lights. Some sort of pre-registration and payment would be desirable from a security point of view. Tracking who is using the cage when, security cameras, and other features may improve security.

Mr. Jackson asked whether signs and guidance to bicyclists to lead them to the parking could also be improved. Mr. Antos replied that it would be.

Mr. Meese asked if pay by phone options had been considered.

Mr. Wright suggested that different types of parking could be provided for different riders.

Mr. Farrell suggested that it would be more cost-effective to put resources into providing sufficient shared secure parking, rather than lockers.

7. Adjourned