

National Capital Region Transportation Planning Board

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MEETING NOTES

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

DATE: Tuesday, November 29, 2017

TIME: 1:00 p.m.

PLACE: Rooms 4/5, First Floor
777 North Capitol Street NE
Washington, DC 20002

CHAIR: Karyn C. McAlister, Prince George's DPWT

**VICE-
CHAIRS:**

David Goodman, Arlington Department of Environmental Services
Jeff Duncel, Montgomery County Department of Transportation
Jamie Carrington, WMATA
Jim Sebastian, DDOT

Attendance:

Darren Buck	DDOT
James Carrington	WMATA
Jeff Duncel	MDOT
Cindy Engelhart	VDOT
Tamara Evans	WABA
Meredith Hill	MDOT
Oleg Kotov	City of Rockville (by phone)
Dustin Kuzan	Tyndall-Oliver (by phone)
Karyn McAlister	Prince George's County DPWT
Diane Patterson	MDOT
David Patton	Arlington County
Chloe Ritter	City of Fairfax (by phone)
John Thomas	Montgomery County DOT (by phone)
Michael Schwartz	Ride Report (by phone)
John Wetmore	Perils for Pedestrians

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COG Staff Attendance:

Michael Farrell
Charlene Howard
Nicole McAll
Jon Schermann
John Swanson

1. General Introductions.

Mr. Carrington and Ms. McAlister chaired the meeting.

2. Review of the September 19 Meeting Notes

Meeting notes were approved.

3. Jurisdictional Updates

Mr. Wetmore said that in Maryland there is some concern that the DOT loves pedestrians until they have to spend money on them. The Governor Nice Bridge is currently proposed to not have pedestrian or bicycle accommodation. The American Legion Bridge also needs pedestrian and bicycle accommodations. I-270 and the beltway crossings also need pedestrian and bicycle accommodations. When I-270 and the Beltway are widened those accommodations should be added. The concern is that if pedestrian and bicycle accommodation is not included at the start it won't be added later.

Mr. Schermann noted that at the most recent TPB meeting there was a motion passed direct that a letter be sent to MVTA to express concern over the lack of pedestrian and bicycle accommodations. Ms. Engelhart noted that when the bicycle pedestrian accommodations policy was passed in VDOT, any exemption required that it meet a definite set of exceptions and get approval at a high level. Mr. Farrell said that the complete streets language he had seen in Maryland seemed weaker than Virginia's. Mr. Kuzan said that the policy is an SHA and not an MDOT policy. The Harry Nice bridge is being run by the MDTA.

Ms. Engelhart noted that the regional Transportation Improvement Program should note whether a project such as the American Legion Bridge will include bicycle and pedestrian accommodation.

Bike racks have been installed at County buildings in Largo, MD. Bikeshare will come to Largo and other portions of the County next Spring. Prince George's County Government is being centralized in Largo, MD. The County has completed its road safety plan and will start

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implementation. The County will also get funds for four bike share stations at the National Harbor. Prince George's is putting the Street Smart ads on its buses.

DDOT is working on the South Capitol Street Bridge and associated bike facilities, and a number of other protected bike lanes. Dockless.bikeshare@dc.gov to give feedback on dockless bike share. The Long Bridge to Arlington project is starting up soon; there will be public meetings in December.

MDOT is wrapping up a task force report to study pedestrian and bicycle safety on state highways. Work will soon start on the 2019 update to the bicycle and pedestrian master plan. Maryland is also soliciting input on the Maryland Transportation Plan. The Bicycle and Pedestrian Plan is written by MDOT so may not apply to MDTA facilities like the Harry Nice Bridge.

Arlington is updating its bicycle plan. It will be completed in two parts, the framework section and the facilities section. There are lots of capital projects going on, and bicycle and pedestrian projects are often carried out as part of other projects. The County is transitioning to Ebuilder, a new software. David Goodman has left Arlington County for Fairfax County. There are 90 plus Capital Bikeshare stations now in Arlington.

VDOT is looking to get a pedestrian bridge over 495 in the Tysons Area – a public meeting was held yesterday. VDOT is looking into a statewide bicycle counting system. VDOT is also in discussions with Strava on possibly acquiring its data.

Montgomery County got four more bikeshare stations around Grosvenor, and has completed its separated bike lane along Spring Street in Silver Spring.

4. Visualize 2045 Bicycle and Pedestrian Initiatives

Mr. Swanson spoke to a hand-out. The TPB has a long history of supporting bicycle and pedestrian facilities and walkable activity centers, going back to the TPB Vision of 1998, and continuing through the Regional Transportation Priorities Plan of 2014.

There are 141 regional activity centers, which are meant to be relatively small, walkable areas.

Previously our Long Range Transportation Plan was called the Constrained Long Range Plan, and included only projects for which funding was reasonably anticipated to be available.

The new Long Range Transportation Plan will be called Visualize 2045. It will have a wider scope, including an unfunded element, which will include all the projects from our member agency plans, an aspirational element which includes unfunded but prioritized projects, and the constrained element.

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The nonmotorized element of the aspirational element will include the National Capital Trail, and Metrorail Station Access improvements. We chose these projects because they serve regional goals, and because they build on existing work, and because they connect to regional transportation system.

The National Capital Trail grew out of the work of the Bicycle Beltway Working Group of this Subcommittee, and was adopted by the National Park Service as part of their 2016 Paved Trails Study.

The NCT is 53 miles long, with 14 miles unconstructed, and 3 miles in need of upgrades.

Ms. Howard asked whether the unconstructed would be included in the aspirational section. Mr. Swanson replied that it would be.

Mr. Farrell added that one objection to the route had been that it was largely complete on the Virginia side, but not on the Maryland side. We subsequently went back and added short connectors, which does included projects on the Virginia side. Mr. Farrell suggested that at the conceptual level for the presentation we can just show the route and the gaps, but the short connectors should be included in the report.

The second priority initiative is Metrorail Station Access improvements. The TPB has seen this project before. It promises a cost-effective way to increase Metrorail ridership. We can build on a couple of previous studies, both our own and WMATA's. WMATA developed an inventory of needed projects for all 91 stations, and then prioritized those projects, creating a short list of 200 projects. Those 200 projects are about a year old now, but we will use it as an illustrative list.

The nonmotorized element will be presented to the TPB Tech and to the Citizens Advisory Committee, and then to the TPB as an information item in December.

Visualize 2045 will be complete in October 2018.

Pedestrian and bicycle priorities will not go through the same process as other projects, but on a parallel track.

Ms. Howard suggested that many of the bike ped projects are already in the Constrained element, as part of larger projects. It's important that the bicycle and pedestrian project database be as good as it can be, since it's going to be part of Visualize 2045. We'll need from and to in order to map, and we need to know the status so we'll know what has been completed. The database is the basis for the bicycle and pedestrian plan; the rest is just summary and description.

Ms. Engelhart asked how VDOT will get credit for I-66 bicycle facilities. Ms. Howard said that you can still put a trail on I-66; there will just be a common TIP ID linking it to the larger

project. We don't want to lose the fact that we're building bike trails as part of larger projects, even if we are linking those projects through the ITip.

Mr. Wetmore asked if we could include all rail station access. Mr. Swanson replied is that many of the MARC and VRE stations are not that densely developed. It might be possible to do it as a next step.

With respect to the old top priority unfunded list, Mr. Farrell suggested that the nonmotorized element should supercede that. With the old list, every jurisdiction got to pick one. The new nonmotorized element will focus on the region's core. We could continue to do the top priority list if we wanted to go through the exercise, but this new nonmotorized element has greater coherence to it. Ms. Engelhart suggested that the old list may have outlived its usefulness. However, if the outer jurisdiction don't have projects that could create problems. So we may consider adding the old list for jurisdictional equity.

5. Ride Report Bicyclist/Pedestrian Data

Mr. Schwartz spoke to a powerpoint.

Portland is the pilot city for the Ride Report App. The accelerometer in the phone automatically records the trip; you don't have to press start or stop, though you have an opportunity to rate your ride. The core of the application is the passive feature, with the option to get more active. It will capture more utility rides and more walk trips. The stress ratings can help contribute to a stress map.

Ride Report allows for team bike challenges, which helps build a user base.

The app generates anonymized data that shows where and when bike trips are happening, and how the trip was rated. This data is of interest to planners, who can see how changes to the streets affect the numbers and stress levels of riders. Ridereport could even analyze the effects of temporary facilities for "Open Streets" type events on Naito Parkway.

The app also shows origin and destination data.

Ride Report sees itself as a potential "Waze for biking", that will show routes by perceived comfort or safety, in real time.

Ms. Engelhart asked about the TDM applications of the app. As a TDM strategy it is meant to encourage people to bike. Reward coupons or QR codes and be distributed by the app. It can also credit someone's account.

Mr. Buck said that DC is talking to Ride Report and to Strava because they answer two different types of questions. Strava has more users but the user base is biased. Ride Report has better

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data on short utilitarian trips. The stress rating system is an interesting and valuable feature as well – it tells us what people actually rate as safe, rather than what we think they will rate as safe. DDOT is looking to different data sets to build an exposure map. With Ride Report the main challenge right now is building the user base.

Mr. Farrell said that for Strava the incentive to join was the “ataboys” for their rides from the Strava community. Is Ride Report going to duplicate that? Mr. Schwartz said that they were moving in that direction. Bike Month and Team Bike Challenges are good examples.

Currently Ride Report has 200 users and 15,000 trips logged in DC. Ride Report has been in business for a year. Mr. Buck is over-represented on the DC map. Building users is the biggest challenge right now. It needs more promotion.

Bike to Work Day could be an opportunity to make people aware of these platforms. A heat map of riding on bike to work day would be a great product. Mr. Farrell suggested that Commuter Connections and WABA could be good partners. They might be able to connect Ride Report with sponsors, which could give incentives, free burritos etc., for using the app. Ride Report could piggyback on the Bike to Work Day promotion and sponsorship efforts. Free coffee would be especially welcome since they’ve stopped providing copy at the pit stops.

6. Other TPB Program Updates

- Potential Topics for Professional Development Workshops
 - Dockless bike share. The permits require them to record trip data. Apart from the data, operational lessons learned would be valuable.
 - Ms. Engelhart suggested crowdsourcing as a topic, including Metroquest, Strava and Ride Report. Include elements other than bicycling. Mr. Farrell suggested that we would likely need to have remote presentations. Ms. Engelhart said not necessarily; it would be a sales pitch.
 - Vision Zero. There will be another big Vision Zero summit. Last time we did a smaller Vision Zero summit focusing on DOT staff. We might do that again. The main summit gave too little time to presenters. Mr. Dunckel said the next one would be March 15th
 - Capital Trails Coalition had been thinking of sponsoring trails maintenance events which we could co-sponsor
 - Toole Design would like us to host some expensive NHI Design Courses. NHI would collect the registration fees, and Toole should take all the financial risk. COG would host the location and publicize the event. Toole Design anticipates that it would mostly be consultants attending. Mr. Farrell asked for the Subcommittee’s opinion on co-sponsoring such courses. Ms. Engelhart said that they looked expensive for a government course. Government agency participation in this would likely be minimal. Mr. Dunckel

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agreed that Montgomery County won't pay. Ms. McAlister didn't object but did not see any benefit to us. Ms. Howard said that we should be able to get some free slots. Toole could host it themselves, but they're looking for our meeting space, and the publicity we can provide. The Subcommittee suggested that Mr. Farrell ask Toole what we can get. The NHI courses are typically pretty good. But the price is prohibitive. Could we get a government rate? It's also worth asking when they last updated the course.

- **New Chair**
Karyn McAlister's tour is up as of the end of the year. The Chair rotates between the three States and WMATA. It's Virginia's turn. David Goodman is no longer doing bicycle and pedestrian planning. Fairfax is short staffed. Mr. Farrell asked for suggestions. Karyn suggested that Cindy should be the Chair. Ms. Engelhart promised to speak with Fatemeh Allahdoust. Ray Hayhurst has left Alexandria. City of Fairfax just hosted Street Smart; they might be interested. After Virginia it would be DC's turn. It's always been a government employee, from one of our member jurisdictions.
- Street Smart has wrapped up its Fall campaign.
- Bike Ped Project Database. Mr. Farrell will provide you with clear directions, please do it.

7. Adjourned