

National Capital Region Transportation Planning Board

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MEETING NOTES

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

DATE: Tuesday, March 19th, 2013

TIME: 1:00 P.M.

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

CHAIR: Carrie Sanders
Alexandria Department of Transportation and Environmental Services

VICE-

CHAIRS: Jeff Dunckel, Montgomery County Department of Transportation
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:

Vanessa Aguayo	Fairfax County DOT
Greg Billing	WABA
Jeff Dunckel	Montgomery County (by phone)
Cindy Engelhart	VDOT
David Goodman	Arlington County
Mike Goodno	DDOT
Arkopal Goswami	Loudoun County
Kristin Haldeman	WMATA (by phone)
David Hayes	National Park Service
Michael Jackson	MDOT (by phone)
Dan Janousek	MNCPPC Prince George's County
Phil Koopman	Bicyclespace (by phone)
Allen Muchnick	Virginia Bicycling Federation (by phone)

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Bryce Perry	Town of Herndon
Hillary Poole	City of Alexandria
Deanna Reed	Prince George's County DPWT
Makayah Royal	National Park Service
Carrie Sanders	City of Alexandria
Jim Sebastian	DDOT
Charlie Strunk	Fairfax County DOT
Pat Turner	BikeLoudoun (by phone)
Eliza Voigt	National Park Service
Stephen Wade	WRN
Victor Weissberg	Prince George's DPWT
John Wetmore	Perils for Pedestrians
Matthew Zych	WMATA

COG Staff Attendance:

Sarah Crawford
Michael Farrell
Andrew Meese

1. General Introductions.

Participants introduced themselves.

2. Review of the January 22nd Meeting Minutes

Corrections were made to the minutes.

3. Jurisdictional Updates

Arlington is working on a new edition of its bike map, which will include some version of level of comfort mapping. At the end of the month, on the 28th, new Cabi stations will be opened on Columbia Pike.

Fairfax will build a new shared use path in Centreville. On the Tysons Silver line project three new access trails are being built. A secure bike room will be provided at the Wiehle Station, modeled after WMATA's bike n ride facilities. A "Bike the Sights" map is being prepared. There will be a new bicycle master plan prepared this summer.

Prince George's County is working on some TOD studies.

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The National Park Service is studying bike connections on the National Mall. There was a regional trail summit in January, and one of the outcomes was a decision to update the regional trails study of 1990.

VDOT is doing an I-66 multimodal study. VDOT currently has no construction funds available. VDOT will participate in the Green Streets workshop. VDOT is developing an FAQ sheet on how it takes advantage of its paving program to improve pedestrian and bicycle facilities. VDOT is also developing guidance for sidepath signage. VDOT has an open position for a planner/manager.

WMATA is looking for ways to improve existing lighting at ten Metrorail stations. WMATA will also do its annual bike census at all its stations. WMATA is also trying to identify park and ride customers who live within three miles of its stations. Stations with large numbers of such stations might be induced to walk with better facilities.

DDOT is incorporating the bicycle planning into its overall transportation plan, MoveDC. There will be no stand-alone bicycle plan.

Loudoun County is identifying missing links around its future Metrorail stations, and develop a priority list of bicycle and pedestrian projects near those stations.

Montgomery County is interviewing for its bicycle coordinator position. Its FY 2014 budget includes \$67 million worth of funding for pedestrian facilities, which includes an expensive tunnel. The Macarthur Boulevard bikeway has been funded.

Maryland is updating its Bicycle and Pedestrian Master Plan. The next public meeting will be in Baltimore, but there will be meetings in the Washington region. There have been some delays with the bikeshare program, but MDOT is close to making its grants for implementation to College Park, Montgomery County, and University of Maryland at College Park. There are also feasibility studies for Prince George's County, Greenbelt and the City of Frederick.

4. Regional Transportation Alternatives Program and Transportation Land Use Connections Program

Ms. Crawford spoke to hand-outs on the TLC program and Transportation Alternatives Programs.

The TLC program provides small-scale funding for planning, with grants up to \$60,000. There is also a provision to get some projects to 30% design. Applications are due May 16th.

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There will be a workshop this Friday on the Transportation Alternatives Program. One on one consultation is also recommended. TAP is a new program out of MAP-21, which consolidates Recreational Trails, Safe Routes to School, and Transportation Alternatives. Guidelines are available on the FHWA web site, and they will be reviewed on Friday. Space is still available.

Nonprofits are no longer eligible to apply as direct grant recipients, though they may partner with local governments.

TAP funds are split 50% for statewide funding, and 50% for urban area funding. Applicants in this region are eligible for both. COG/TPB is managing the regional funds; the DOT's manage the State funds.

For Virginia FY 2014 funds have already been allocated.

Selection criteria for regional TAP funds are posted on-line. Criteria follow regional goals such as focusing growth in mixed-use activity centers.

We hope to have a list of projects for the TPB to approve at its September 18th meeting.

Ms. Engelhart asked what the restrictions are on TAP funding – is it permitted to buy land? Ms. Crawford replied that there were restrictions, and that planning projects will not be funded. Ms. Crawford said that for other restrictions you should check the on-line guidelines. The topic will be addressed on Friday.

The selection panel is still be being chosen.

There will be an effort to provide equity between different types of jurisdictions. Also, the funds are not pooled; the regional funds are split into three pots, one for each State.

Serving underserved populations is one of the goals, including seniors.

We will repeat this process if MAP-21 is extended.

5. DDOT's Green Bike Lanes and Separated Cycle Tracks

Mr. Goodno and Mr. Sebastian spoke to a powerpoint.

Mr. Dunkel asked about the 15th Street Cycle Track islands. Mr. Goodno explained that the purpose was to slow the bicyclists down at the intersections, and make them more visible to motorists.

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Ms. Sanders asked if the cycle track varied in width. Mr. Goodno replied that it did not, and it included a 3 foot buffer. Mr. Goodman asked if the bicyclist got a lead interval. Mr. Goodman replied that bicyclists are instructed to follow the pedestrian signal, and the pedestrian signal has a lead interval.

Ms. Engelhart asked if DDOT could report safety data on its conflict and mixing zones. That data is needed before these designs can be put in the MUTCD. Mr. Goodno said that DDOT would record crash data. Mr. Sebastian noted that volume is one confounding elements – bicyclist volumes are going up after these facilities are installed.

The cycle track on 15th was made two ways because the space was available. Mr. Sebastian believed that cyclists would ride the wrong way in the cycle track anyways, so it was better to design for it.

The cycle tracks are attracting more younger and older pedestrians than bike lanes.

Mr. Goodman asked if flashing red signals could be used to allow motorists and bicyclists to proceed after stopping if there is no conflict.

Another member wanted to know if green paint would be the standard color at conflict zones – if different cities use different colors it could cause confusion. Arlington uses green paint the same way DC does.

Ms. Engelhart said that the conflict zone paint follows some of the countries in Europe. Putting the paint at the conflict zones also reduces maintenance costs relative to painting the entire lane green. So far the safety data is inconclusive. There is still no US nationwide definition of a cycle track.

DC is considering citywide legislation that bicyclists can go when the pedestrian signal turns green, using the lead pedestrian interval.

Each cycle track is a little different from the last. DDOT is learning as they go, and studying the results using video and crash data. Results are available on the DDOT web site. Cycle tracks resulted in increases in volume of up to 600%. Crashes went up, but less than volume. Motorist delay has been minimal. There is some confusion by cyclists regarding what signal to follow. 39% were following the green ball. DDOT is looking into adding dedicated bike signals for that reason. Over 80% of residents thought the cycle tracks were a good idea.

Ms. Engelhart asked about the flexiposts, and mentioned an alternate product that is safer for bicyclists.

Mr. Dunkel asked about the 9 foot turn lanes on L Street. Do any buses use it? Mr. Goodno replied that there are no buses on L Street, but the bike lane was striped at that location given that

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trucks might use it.

Another member wanted to know about conflicts with passenger discharging passengers. Mr. Goodno replied that on L street the cycle track is on the left, to avoid conflicts with discharging tour buses. On M Street the cycle track is being brought up to sidewalk level, for bus loading.

Enforcement of unloading trucks has been an ongoing issue. The adjacent buildings have loading docks.

6. Lawyer's Road Road Diet – Safety Results

Cindy Engelhart spoke to a hand-out. The road diet resulted in and 80% crash reduction in the first two years. Travel times have not been reduced, but speeding has been reduced. Northern Virginia/Fairfax will be looking at other opportunities for road diets. 12,000 ADT is the cut off number for now. Lawyers Road four lane section was 10,000 ADT. Other places use 15,000 ADT. Mr. Farrell asked if the left turn volumes would be considered.

This project started as a safety project, but there was left over pavement so bike lanes were put in.

On Military Road in DC there was a failed road diet – it has high traffic volume but relatively low turn volumes.

Mr. Muchnick asked if jurisdictions would get reduced maintenance payments for reducing lane-miles as part of road diets. No one could confirm whether that was true.

7. Other TPB Program Updates

Mr. Farrell spoke to a powerpoint on the new creative for the Spring 2013 Street Smart Pedestrian and Bicycle Safety Campaign.

Mr. Muchnick suggested that the safety tips should say “allow 3 feet or more when passing”. Mr. Muchnick suggested that we should not tell bicyclists to ride to the right. You’re only supposed to ride to the right of faster traffic. Mr. Goodman suggested “ride in a straight line a car door’s width away from cars”. Ms. Engelhart agreed. Mr. Farrell said that the ad man’s take was to say “a car doo width away”. Mr. Sebastian agreed to Mr. Goodman’s language. DC no longer has a ride to the right rule.

Mr. Farrell briefly summarized the update on Complete and Green Streets. There will be a workshop on April 8th. There will be presenters from EPA, the Philadelphia Water Department, and from the DOT’s, as well as Arlington, Fairfax, and Prince George’s.

Bike to Work Day is on May 17th, and the Bike to Work Guide needs to be updated this week. Hard copies were distributed. Mr. Sebastian asked if a major update could be done next year;

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the photos are badly out of date. Mr. Farrell replied that it was the Commuter Connections budget. Ms. Engelhart suggested that the icons and tips be made consistent with the Street Smart materials. Mr. Meese asked whether DDOT could provide some money for an update.

8. Adjourned