

# 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, July 21, 2020

**TIME:** 1:00 p.m.

**PLACE:** VIRTUAL

**CHAIR:** Laurel Hammig, National Park Service

**VICE-  
CHAIRS:**

Jeff Dunckel, Montgomery County Department of Transportation  
Jamie Carrington, WMATA

#### **Attendance:**

Eric Brenner	September 11 Memorial Trail
James Carrington	WMATA
Nate Evans	MDOT
Leah Gerber	Arlington County
Laura Ghosh	Loudoun County
Laurel Hammig	National Park Service
Yolanda Hipski	Tri-County Council Southern Maryland
Mackenzie Jarvis	Northern Virginia Transportation Authority
Karyn McAlister	DDOT
Heidi Mitter	VDOT-NOVA
David Patton	Arlington
Stephanie Piperno	Capital Trails Coalition
Alyssa Roff	City of Rockville
Lee Schoenecker	Washington DC (citizen)
Debbie Spiliotopoulos	Northern Virginia Regional Commission
Francine Waters	MDOT Secretary's Office
Tiffany Williams-Jennings	Prince George's County

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**COG Staff Attendance:**

Michael Farrell  
Charlene Howard  
Andrew Meese  
Jon Schermann  
John Swanson

**1. General Introductions.**

Laurel Hammig of National Park Service Chaired the meeting.

**2. Review of the May 19 Meeting Notes**

The Subcommittee approved the minutes.

**3. Jurisdictional Updates**

Rockville has approved and adopted a Vision Zero action plan at the beginning of this month.

Prince George's has released a two-year action plan for Vision Zero. Prince George's also kicked off its pedestrian and bicycle advisory group in June. Ms. Hammig invited Prince George's to present its progress at a future meeting.

MDOT is moving forward with its Walktober campaign. MDOT has fifteen different speakers from America Walks, AARP, etc. MDOT is supporting Walk Maryland, with is October 7. The National Highway Safety Commission has coined October as Walk Month and Pedestrian Safety Month. Applications for Maryland bikeways funds are under review, with 27 applications. Decisions will be announced in early October.

The mayor has announced a default speed limit of 25 mph. The default speed limit is now 20 mph. The protected bike lane program is moving forwards rapidly, with new installations on Irving and G Streets. In addition to the Street Smart campaign, DC has a Road Rules public safety education campaign, which will roll out next month. Karyn offered to share the credit at a future date.

Arlington has added a new bike and ped planner, Leah Gerber, formerly of Rails to Trails. Leah expressed her intent to remain involved with the Capital Trails Coalition.

VDOT is holding its statewide bike/ped committee meeting will happen on July 29. Virginia has new laws that took effect July 1<sup>st</sup>. Motorists are now required to stop for pedestrians at crosswalks instead of yielding. Hand-held devices will be banned. You can't use a bike lane to pass.

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The Tysons Boulevard lane closure is still in effect. Paving maps are being coordinated with localities and they can use that to identify opportunities for bike lanes and road diets. VDOT is also working with COG on a park and ride study, which will include bike and ped access. Ms. Mitter put her contact information into the chat box.

NVTA recently approved its six year plan, which included a focus on multimodal projects.

NVRC will hold a Safe Walking Summit on August 19. NVRC will also be doing a public health and walking seminar.

Ms. Lauren Delmare announced that Fairfax County is working on an Active Transportation Plan update. This will be combined countywide bike and trails plan, with a pedestrian element. Fairfax is also maintaining a lane closure on Tysons Boulevard, and looking at other potential locations.

Mr. Swanson announced that TPB is currently evaluating applications for the TLC program. At tomorrow's TPB meeting Prince George's will be awarded a major package of Safe Routes to School projects.

#### **4. Update on the National Capital Trail Network**

Mr. Farrell spoke to a Powerpoint.

The TPB will approve tomorrow. Updates are to be annual

The Citizens Advisory Committee has reviewed the network and provided comments. They suggested including something explicitly calling for a commitment to maintain.

There was a question as to whether there was a maintenance inventory. Mr. Farrell replied that we did not have such detailed information on the projects. If we add a maintenance provision to the resolution it will be high-level commitment to maintain. Ms. Spiliotopoulos suggested that COG should host a workshop on sustainable maintenance funding sources, and mentioned Kansas City and St. Louis as having good models. Mr. Farrell replied that that is a good suggestion for a follow-on action to the adoption of the National Capital Trail Network.

Ms. Jarvis asked what types of changes were made after Manassas made its comments. Mr. Farrell replied that the main changes was the removal of Wellington Road near downtown. It's a shared lane 25 mph road with not room for bike lanes or a shared use path. It didn't meet our standards. All the changes came from Chloe Delhomme at City of Manassas. The jurisdictional staffers know their jurisdictions better than we know their jurisdictions. For the most part we explain the selection criteria, and count on them to apply them correctly, though we do spot checks through Google street view, and sometimes ask for changes if a route doesn't appear to be suitable.

## **5. Status – Bicycle and Pedestrian Database**

There was not much to report on this. The National Capital Trail Network projects will be in the bike/ped database, but we need/want more projects for the regional long range plan. Some major jurisdictions have not yet given us their data. We need a certain minimum amount of information for each project in order to accept it. There will be an on-line portal where data will be able to be added manually, but the purpose of this bulk import phase is to save data entry effort. Not every facility in the local plan has to be in the regional plan, only the ones you think are important. We've sent some guidelines for what should be included.

There is some urgency in getting this done. We are on overtime with the consult supporting the Infotrak project, which is creating this unified database of projects supporting TPB's various planning efforts.

Ms. Jennings promised to get Mr. Farrell her data by early next week. Arlington is also making a renewed push to get their data to the TPB. DDOT is still working on it. DDOT sent Mr. Farrell a "20 by 22" file of shared bike lanes.

## **6. Transit Access Focus Areas**

Mr. Swanson spoke to a powerpoint. The list of TAFE's will be presented to the TPB tomorrow for their approval.

This project builds on a lot past work, and furthers the goal of enhancing walkable activity centers.

Mr. Swanson thanked the Subcommittee for their previous input.

49 TAFE's have been identified where there is a need for enhanced pedestrian access. This region has 130 square miles of land within half a mile of high capacity transit. It makes sense to reduce auto dependency in these areas. Designation as a TAFE will be used to prioritize various funding programs.

"Improve walk and bike access to transit" is one of the seven aspirational initiatives of Visualize 2045. There was an understanding that we would add geographical specificity to this initiative. The same December 2018 TPB resolution that directed the expansion of the National Capital Trail into a regional trails network also directed TPB staff to identify high priority areas near transit for pedestrian and bicycle improvements.

We identified places where there was demand, and where there were deficiencies in the existing walk/bike networks. We identify priority places, not transit.

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High capacity transit includes Metrorail, light rail, BRT, and commuter rail. We added some bus transit centers.

Staff prepared a walkshed analysis for each of the 205 areas initially studied. For demand, we used the 2030 jobs/housing forecasts. There was some adjustment for jurisdictional population density. We considered whether stations were in equity emphasis areas. Of the final 49, 43 are in EEA's.

A composite score was calculated for each station area, considering walk/bike network deficiencies, demand, and vulnerable populations. We identified a target number of TAFAs for each jurisdiction, and eliminated stations that already had good walk and bike facilities.

Three bus-only transit stations made the final list. A number of the TLC and Transportation Alternatives projects are in the final list of TAFAs. There was a question about the barrier posed by high volume roads. Mr. Swanson replied that traffic volumes weren't considered, just the street network and pedestrian access. We tried to keep the methodology simple, and get feedback from our members, which allows specific information about local barriers to be considered.

Mr. Lee Schoenecker asked about whether we should list the stations that are already walkable. Mr. Swanson replied that low-density areas were often excluded too. Listing things that aren't on the list could be confusing. We prefer to focus on the places that are on the list.

A question was posed about pedestrian access to bus. Most people don't live within walking distance of high capacity transit. Mr. Swanson replied that pedestrian access to bus is important, but that's not what this project is about.

## **7. Safety Recommendations**

Mr. Schermann spoke to a powerpoint. The recommendations were presented to the TPB in June, and TPB will enact a resolution on safety at tomorrow's meeting. TPB members will address identified unsafe road user behavior, fund a regional transportation safety program.

Seatbelt use, speeding, impaired, and distracted driving were identified as major safety issues. Member jurisdictions should identify specific countermeasures.

The Safety Program will be funded at a level of \$250,000 per year. Conceptually it is modeled on the TLC program. The first couple of years will be a pilot phase.

Lastly, the jurisdictions will be urged to adopt Vision Zero goals and develop their own safety plans.

Equity is a major concern of the TPB. The TPB has developed an equity statement.

Mr. Schermann discussed tomorrow's safety resolution. The "Whereas" clauses give the background and explains why the action is being taken.

The Board is unhappy with the state of safety in the region. By law the region must have data-driven safety targets, which are reviewed and revised every year. The TPB will use them to measure its progress towards its aspirational goals. Safety measures are to be applied particularly in Equity Emphasis Areas. However, there is a determination that enforcement not be applied in an inequitable way. Based on TPB feedback, primary seat belt laws have been retained as one of the 52 available countermeasures in an attachment to the resolution but removed from the resolution itself.

We expect that the TPB will approve this resolution.

This is the beginning of the next phase, which is to get more of these safety improvements on the ground in the region. Getting the Safety Program running is the next step.

Ms. Mitter said that in addition to the State plans, the USDOT has a safety plan which is currently out for comment. Mr. Schermann replied that the more such plans and policies, the better.

Ms. Hammig asked how the bike/ped subcommittee could help stand up this program. Mr. Schermann replied that he looked forward to working with the Subcommittee on bike/ped safety.

## **8. Other TPB Program Updates**

Next Car Free day is September 22. Mr. Farrell will send out follow-up information on what Car Free Day will look like under current conditions. The Street Smart Pedestrian and Bicycle Safety Campaign will take place this fall, though an in-person press event is an open question. A Dockless workshop will take place on August 13. A Vision Zero Arterial Design is still in the works.

Mr. Farrell encouraged people to call in to tomorrow's Board meeting, from noon to 2 p.m. A lot of work is coming to fruition, and is scheduled for approval, including TAFE, the Transportation Safety Program, and the National Capital Trail Network. Mr. Farrell thanked the jurisdictions and the GIS staff for getting the National Capital Trail Network finished. Its existence is already affecting local planning. As more trail projects start being put on the ground, the benefits of a regional vision will become apparent.

**Adjourned**