

National Capital Region Transportation Planning Board

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MEETING NOTES

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

DATE: Tuesday, January 21, 2020

TIME: 1:00 p.m.

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

CHAIR: Laurel Hammig, National Park Service

**VICE-
CHAIRS:**

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

Attendance:

Marty Baker	MDOT
James Carrington	WMATA (by phone)
Joana Conklin	Montgomery County DOT
Henry Dunbar	BikeArlington
Jeff Dunckel	Maryland Highway Safety Office
David Goodman	Jacobs Engineering
Laurel Hammig	National Park Service
Mackenzie Jarvis	Northern Virginia Transportation Authority
Joe Kelley	Frederick County (by phone)
Karyn McCallister	DDOT
Heidi Mitter	VDOT-NOVA
George Phillips	Prince William County DOT (by phone)
Vic Weissberg	Prince George's County DPWT (by phone)
Nicole Wynands	Fairfax County DOT (by phone)

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COG Staff Attendance:

Stacy Cook
Michael Farrell
Matthew Gaskin
Ken Joh
Nicole McCall
Andrew Meese
Jessica Mirr
Jackie Sellman
John Swanson

1. General Introductions.

Laurel Hammig of National Park Service was appointed Chair, and Chaired the meeting.

2. Review of the November 19 Meeting Notes

The Subcommittee approved the minutes.

3. Jurisdictional Updates

Arlington has a pilot renewed e-scooter program. Sidewalk riding will be banned at locations with protected bike lanes. Arlington will launch a Vision Zero effort on January 28. The action plan will be completed by the end of the year. BikeArlington has a winter bike to work day on February 14. The main check point is gravel point.

WMATA is still working on a request for proposals for a third party vendor to operate smart racks, lockers, and bike n ride facilities. The RFP will be finished by the end of Spring. The East Falls Church and Vienna bike n ride facilities will be completed this Spring. Both facilities will be affected by the summer shutdown. WMATA is also looking at “mobility hubs” or enhanced scooter parking areas. WMATA will coordinate with the localities.

Ms. Hammig asked about phasing out the lockers. Mr. Goodman confirmed that the first generation locker will be phased out and replaced with new lockers and bike n ride facilities. College Park has such a facility, which is a secure bike room in the garage.

NVTA has a new bicycle and pedestrian planner, Mackenzie Jarvis, who will be attending these meetings.

DC will update MoveDC this spring. A major new project is the Lincoln Connector Trail,

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which will connect with the Anacostia Trail in Prince Georges. Another project is a cycle track along 15th Street which will connect to the 14th Street Bridge to the Jefferson Memorial. Frederick County is working on a sidewalk missing link study. The Frederick and Pennsylvania line railroad trail is under design. The first phase of the New Design Road sidepath design is being funded by the TLC program. It will connect Frederick with the C&O towpath.

Ms. Mitter is the new bicycle and pedestrian coordinator for VDOT. She will be leading a safety plan for Northern Virginia.

Maryland DOT has a new acting Secretary, Greg Slater. The Bike/Ped Advisory Committee will meet this Friday. Will Pines will be on the phone to discuss the Nice Bridge. Maryland is doubling the size of the bikeways program.

Maryland Highway Safety Office has opened up its grant season for safety grants, on March 2. The revision to the Strategic Highway Safety Plan will be kicked off this month.

Maryland is working on a fatal pedestrian and bicycle crash review study, using crash reconstruction study. The purpose is to determine the key factors in fatal pedestrian crashes. Darkness a major contributor. Distraction is less of an apparent issue. It may be under-reported. Target completion date is March, in time to be presented at the next Subcommittee meeting. Mr. Swanson asked about the Transportation Alternatives set-aside program.

The Park Service and DDOT want to extend the 15th street cycle track all the way to the 14th street bridge.

Prince George's County is moving forward with Vision Zero. An action plan meeting is scheduled for the 28th. Green paint is being laid down in conflict areas with bike lanes.

Prince William County is in the process of updating its comprehensive plan, which will include a bike comfort map, which will guide the development of bicycle facilities. The county also has three small area plans or activity centers. The goal is to enhance bicycle and pedestrian access within these centers.

Ms. Spiliotopoulos with Northern Virginia Regional Commission announced the ShareVA roads pocket guide update. NVRC will hold League Cycling Instructor events. Copenhagenize will come to Northern Virginia, or the first time in North America, a day and a half course, likely in mid-April.

Wade Holland has just been hired as the Vision Zero coordinator for Montgomery County, a full-time position.

WABA is hosting a Vision Zero Summit on Thursday, March 19. BikeMaryland will be hosting their Bike Symposium in Annapolis on February 19.

Fairfax County is working on the I-66 trail and the Tysons to American Legion Bridge trail, as well as 30 bike lanes from restriping projects, go approval for roughly \$219 million in bicycle and pedestrian projects from the Board of Supervisors, and an update of the countywide plan for bicycle and pedestrian facilities. There will a countywide training on the new AASHTO bicycle guidelines with Toole Design tomorrow. And there will be bicycle safety summit on June 13.

4. Review of the Map of the National Capital Trail Network

Mr. Farrell spoke to a powerpoint. The National Capital Trail is one of the seven unfunded initiatives in Visualize 2045, the TPB's long-range transportation plan.

The original NCT served numerous jobs, residents, and activity centers.

The Bike/Ped Subcommittee recommended that the NCT be expanded to cover the TPB footprint, and in December 2019.

The National Capital Trail originated years ago as the "Bicycle Beltway". We've been swapping efforts back and forth between agencies and advocates, including the National Park Service and the Capital Trails Coalition. The Capital Trails Coalition created a network that covered the inner jurisdictions, but not the entire TPB footprint.

Mr. Farrell summarized the selection criteria for inclusion in the National Capital Trail. Connectivity, paved status, and width are key selection criteria. Existing and planned facilities are acceptable.

The Subcommittee has endorsed the Capital Trails Coalition network, and the selection criteria. Staff has carried out site visits at the outer jurisdictions, gathered GIS data, vetted the trail layers provided for eligibility, and if necessary density (in consultation with the jurisdictions).

Mr. Farrell presented the draft map. Loudoun County is not complete since the necessary metadata has not yet been provided, so the W&OD is the only facility in Loudoun County.

The Capital Trails Coalition is likely to update their network within the next year, since their data is nearly a year old, and we will time our update with theirs.

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Ms. Mirr spoke to an on line map of the network. This map is not currently publicly available, but can be shared.

A member asked about the New Design Road in Frederick. It is not an aspirational line, it is a TLC project for conceptual design of a side-path which will be the connection from Frederick City to the C&O Towpath. None of these lines are aspirational, they are real right of ways. Information in this on-line map is from the metadata that was provided.

Mr. Swanson mentioned that in the Circuit Trail web site, there is a running tally of miles built, funded, and unfunded. Mr. Farrell replied that funding status was not in the metadata, but we do have from the GIS the miles built and unbuilt. We can get the mileage from the GIS. The Capital Trails Coalition tracks mileage. Ms. Hammig asked if we ground-truthed the information provided. Mr. Farrell replied that we did not question the accuracy of the data provided, but we did vet for density, as in the case of Prince William County, where we asked them to remove some trails in order to reduce the network density. For Charles County the line you see is the South County Transitway, for which the plan calls for a 10' sidepath. Charles County is pretty rural and doesn't have a tremendous number of trails.

Mr. Dunckel asked about wide shoulders in Montgomery County, in the agricultural reserve. Mr. Farrell replied that rural zoning affects the network density. Frederick County has a number of disused railway rights of way that they've been able to use. Roads with low traffic and wide shoulders are handy, but they don't fit the selection criteria. There was a question about the I-270 project, and whether it would include a trail. Under the data provided by the Capital Trails Coalition there is no trail planned for that corridor. There's nothing currently planned on the American Legion Bridge either, but if such a trail is added to the jurisdiction plan we should probably add it.

Ms. Spiliotopoulos added that the Potomac Heritage Trail would provide access to nature. Mr. Farrell replied that if you have a trail that is 10' wide and paved, and meets the other selection criteria, we can add it.

Mr. Farrell proposed that we endorse what we have for now, and update it later.

We have been speaking in terms of annual updates. Capital Trails Coalition has already been speaking in terms of an update within this calendar year.

The Subcommittee endorsed the National Capital Trail Network Map.

The powerpoint will be public, but we will no publicize the map until TPB Tech has had a chance to vet it. Once it's been approved by the TPB we will decide whether to share through the clearinghouse. The Subcommittee members were in favor of making the information public.

There was a question about whom to contact for adding trails. Mr. Farrell replied that he was the contact. All nominations have to come in the form of a GIS layer with the necessary metadata.

5. Update of the Bicycle and Pedestrian Plan for the National Capital Region

Mr. Farrell spoke to a powerpoint. The most recent update dates from 2015, and we put off the update in order to complete the National Capital Trail.

The purpose of the plan is to give a big picture of what is happening in the region, and track progress towards completion of the projects, as well as other programs and policies such as bike share.

Up until now it has been a fairly static paper and pdf document. The core of it is the list of bicycle and pedestrian projects. The list had no GIS data associated with it. We would like to moved to a more map-based visual plan. The data gathering effort for the National Capital Trail has moved us in that direction. However, we need to get the information in the database correct. The database does not contain every bike ped project in the region. The guidance is that a project should be at least \$400k in cost and/or one mile in length. Agencies may put in projects that don't meet the guidance.

Mr. Farrell explained the data input sheet and the mandatory fields.

The current database information is pretty old; we haven't updated it since 2014. Some of the projects may be duplicates, or have too little information to be mapped.

In order to update the database we will try to enter the data from the National Capital Trail into the database. The second phase will be to reach out the jurisdictional contacts, provide them with a log-in so that they can update the data. The emphasis will be on getting critical information.

Our work program calls for finishing the plan update within this fiscal year. So it should be ready for adoption by the TPB in June.

Ms. Mirr added that we need the project name, and the from and the to, so that we can map it.

The guidelines for inclusion are just that. The jurisdictions can put in any project that they thinks is important.

We won't map signed routes. Length is centerline miles.

6. 2017/2018 Regional Travel Survey: Alternate Commute Options

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Mr. Joh spoke to a powerpoint.

The census doesn't tell you about nonwork trips, but the household travel survey does.

Weekend riding surpasses weekday riding in the outer suburbs, the opposite in the inner jurisdictions. It covers all trip purposes.

Ms. Hammig asked about the socioeconomic background of the respondents. Mr. Joh replied that we did collect that data, but haven't broken it down here. It's a representative sample. There is a slide that shows race and ethnicity. There are slides in the powerpoint showing such breakdowns. You can compare race of respondents with the census data.

We had a question on employer benefits, but not the amount. We did not ask about expenditures. Mr. Goodman was interested in the relationship between housing and transit costs.

Mr. Goodman asked why we're still calling non-auto modes "alternative modes". Mr. Farrell replied that it was an umbrella term. Ms. Mitter asked if Mr. Goodman had a proposed term. The Subcommittee members thanked Mr. Joh.

7. TPB Program Updates

Mr. Swanson announced a March 9 deadline for TLC funding. We are looking for bike/ped projects that connect to high capacity transit.

Results of the Dockless workshop are on the web site. We'll probably keep doing them. We are considering a Vision Zero Arterial Design workshop

Mr. Dunkel will not be able to present on March 17.

Adjourned