

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 19, 2016

TIME: 1:00 P.M.

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

CHAIR: James Carrington, WMATA

**VICE-
CHAIRS:**

David Goodman, Arlington Department of Environmental Services
Jeff Dunkel, Montgomery County Department of Transportation
Kristin Haldeman, WMATA
Jim Sebastian, DDOT

Attendance:

James Carrington	WMATA
Heidi Coleman	NHTSA (by phone)
Jeff Ciabotti	Toole Design Group
Henry Dunbar	BikeArlington
Jeff Dunkel	Montgomery County DOT
Cindy Engelhart	VDOT
Leslie Frattaoli	National Park Service – National Mall
Daniel Hoagland	WABA
David Goodman	Arlington DES
Karyn McAllister	Prince George’s County DPWT
Jim Sebastian	DDOT (by phone)
Marie-Annette Otero	Safe Routes to School National Partnership (by phone)
Eliza Voigt	National Park Service

Bicycle and Pedestrian Subcommittee
Notes from the July 19, 2016 Meeting
Page 2

COG Staff Attendance:

Andrew Burke
Michael Farrell
Douglas Franklin
Andrew Meese

- 1. General Introductions.**
- 2. Review of the May 17th Meeting Notes**

Minutes were distributed, but since COG just transitioned to a new web site the meeting documents have not been posted.

- 3. Jurisdictional Updates**

VDOT is putting out the technical requirements for I-66, which has numerous bicycle and pedestrian crossings as well as a bike path. There will be 7-10 continuous counters on the project. FHWA is changing its traffic monitoring program which VDOT uses to get allocations from the feds to include bike and ped counts. Virginia is also setting up for a statewide bike counting program.

DC, Alexandria, and Arlington have their automated counts posted on Arlington's web site.

National Park Service has added three more bike share stations on the National Mall.

WMATA will start its fifth safety surge tomorrow in Arlington.

DC annual manual bike counts are under way.

- 4. Briefing on Arlington's Bicycle and Pedestrian Mitigation for Safetrack**

Mr. Dunbar spoke to a handout. The first surge included single tracking on the Orange line from Ballston to Rosslyn.

Communications were the critical element, to inform riders about alternatives through BikeArlington and WalkArlington and other sites, as well as the media.

Temporary wayfinding signs were put out, and were well received, but all the signs were removed from the Mount Vernon Trail. Posting the signs was pre-approved by Park Service staff. Otherwise the signs have been very well received. They are color-coded by the lines affected. The signs are still up and will stay up through Safetrack. Ms. Engelhart gave Mr. Dunbar a contact at VDOT Arlington office to notify that these signs should not be removed

Bicycle and Pedestrian Subcommittee
Notes from the July 19, 2016 Meeting
Page 3

from VDOT-maintained roads.

Ballston Metro stations got some temporary bike racks on the sidewalk. Signs were directed to existing bike parking in Crystal City, which rarely fills up.

Bike trains got a lot of notice in the press and on line. These staffed rides were modelled on the “bike convoys” held on Bike to Work Day. However, of the nineteen rides, no members of the public appeared. Alexandria and WABA also had bike trains but canceled them after a few days, after getting no takers.

WABA worked with its bike buddies program to advise people how to ride. But there’s been little demand for that program either.

Bike ridership went up. Wayfinding and maps are reaching the audience, but the bike trains got no interest.

A bike share station was added at East Falls Church for the duration of Safetrack, with moderate usage. Bike share usage in the County overall hit a record in July 2016. Stations along the R-B corridor increased 26%.

Bike ridership increased during Safetrack. The Mt. Vernon Trail saw large absolute increases, while the Custis Trail got the highest percentage increases. The W&OD trail, which was far from the District, saw modest increases.

Mr. Meese asked for one number for June 2016 for bicycling in Arlington. Mr. Farrell suggested that instead of looking at it by the month, look at it by Surge 1, which is a period defined by a reduction in service. Mr. Dunbar said that during Surge 1, for the Rosslyn Counter the increase was 75%, and for Mt. Vernon it was 35%. The overall increase in the corridor was roughly 50%. Everything was above average compared to the same period in 2015.

Surveys are another tool for measuring how people are responding to Safetrack, in terms of finding alternatives. Mr. Meese suggested that we also look at the time of day; did it change for bicyclists. Mr. Dunbar said that Arlington had that information but not on hand. Motorists shifted their travel times earlier; did the same thing happen for bicyclists? Peak time for bicyclists was between 8 and 8:15 a.m. Data can tell you what happened but not necessarily why.

Pedestrian counts along the Mt. Vernon Trail were actually significantly below average, which is odd because pedestrian counts were up in other areas. The pedestrian data is not yet ready to be presented but could perhaps be added at the next meeting. Mr. Sebastian added that the Metropolitan Branch had a similar phenomenon, with bicycling way up, and pedestrians way down. Mr. Farrell suggested that perhaps joggers and other recreational users were being scared off the trail by the crush of commuter bicycling during Safetrack.

5. Briefing on COG's Bike Counting Program

Mr. Burke presented on the bike counting program. In the cordon counts bikes are counted, coming into the core in the morning and bikes going out in the evening. Pedestrians are not counted manually except on the 14th Street bridge.

In Virginia COG counts bikes and pedestrians have been done since 2006, initially manually, and eventually with Miovision equipment. The initial counts were spotty, due to improper camera placement. These counts are done under the technical assistance program.

Miovision will give you pedestrian counts and direction, as well as vehicles. It's a camera-based system.

In Maryland COG did some counts on the Anacostia trail.

For nine years COG has done manual counts for DDOT. Not all the stations are counted every year since some don't see much change. Counts are 4 hours in the morning, and 4 hours in the evening. Direction, gender, and helmet usage are counted. Race is not counted due to difficulty. Mr. Sebastian said that for consistency DDOT wants to keep counting at the same locations using the same methodology over long periods of time.

Data gathered under the technical assistance programs belongs to the recipients, not to COG. Permission would be needed to post it on COG's web site or elsewhere. Some of the counts had issue, so Ms. Engelhart may not want to release all of them. DDOT has published its data before. Mr. Sebastian had no objection to having the DDOT data posted on the COG web site or elsewhere. If we display the counts on the COG web site there may be issues with consistency from one jurisdiction to another. The DDOT automated counts are on the BikeArlington web site.

6. Bicycle Beltway/National Capital Trail

Mr. Farrell spoke to a powerpoint. We will have to report to the TPB Technical Committee and the TPB on the Bicycle Beltway work group.

The Bicycle Beltway Working group identified an inner loop bicycle beltway route, which was adopted by the National Park Service in their Paved Trails Study, and renamed the "National Capital Trail". A short cut across the National Mall was added, and the Potomac River crossing shifted from the Key Bridge to the Memorial Bridge, which avoids a high-stress on-street connection in Georgetown.

The bulk of the new trails needed to complete the National Capital Trail routing are in DC and

Bicycle and Pedestrian Subcommittee
Notes from the July 19, 2016 Meeting
Page 5

Maryland, however, the National Capital Trail does include new connections and upgrades to the Mount Vernon Trail in Virginia.

Inclusion of a project in the National Capital Trail implies priority for funding.

The Bicycle Beltway working group was never able to identify an outer loop for the bicycle beltway, due in part to staff turnover on the Maryland side. However, the Regional Trails Coalition, a WABA-led planning effort funded by REI, is in the process of developing a regional trails plan which will include an outer loop routing. COG staff is participating fully in that effort.

Mr. Meese said that the most typical thing would be to endorse a report for review by the TPB Technical Committee. Formal resolutions are not typically used at the Subcommittee level.

Mr. Carrington asked if there were any objections to what had been presented. There were none.

7. Car-Free Day

Mr. Franklin spoke to a powerpoint. Car-Free day started in 1995. Mobility week culminates in Car-Free Day on September 22nd. In Paris the Champs-Elysee is closed to cars. And the museum are free. London does something similar, with more of a neighborhood focus. In 2007 DC started having a Car Free Day, and in 2008 Commuter Connections made it regional. Unlike Europe, we promote car-pooling as part of Car Free Day. The more remote portions of the region have no access to transit.

Marketing components include the web site, a video, flyers, social media, and stickers. There are in-kind sponsors who provide raffle prizes. WMATA donates space on its web sites, and some prizes. Cities, counties, and colleges have gotten involved promoting Car Free Day. Commuter Connections can track how many people from a given college take the car free pledge, to make it a friendly competition. 3400 people took the pledge last year. The web site had 15,000 visitors.

Ms. Engelhart asked if there was a survey measuring success. Mr. Franklin replied that this was just a small part of the Commuter Connections program. There is a State of the Commute survey which measures the effects of the Commuter Connections program as a whole. There is a survey for Bike to Work Day. Car Free Day isn't big enough to rate its own survey.

Mr. Farrell said that this was probably more of a question for the jurisdictions, but you don't have to go all the way to Paris to see an "Open Street". New York has "Summer Streets" on Fifth Avenue. Mr. Farrell suggested 14th Street NW in DC, north of downtown, as a good candidate. It has a lot of residents and businesses, it has Metro service, and it is roughly the geographic heart of the city. And then Commuter Connections would then have its own local,

iconic photo.

Beach Drive in Rock Creek Park is closed on Sundays. Prior to the parallel path the whole Rock Creek Parkway was closed to motorists on Sundays.

Mr. Farrell said that there would be a cost to closing a street like 14th Street, but it would be a major benefit to the businesses. 14th Street is closed regularly for the Gay Pride parade. “Open Streets” is more about allowing any nonmotorized user to use a street, not a formal parade. New York’s Summer Streets are a week-end event. Mr. Sebastian was present on the phone had no comment.

8. Other TPB Program Updates

- Street Smart.

The incumbent, Sherry Matthews Inc., won the RFP. It did not go to interviews. Sherry Matthews had by far the strongest proposal.

The contract will be for one year, with three one-year extensions. The contract won’t get signed until we get funding agreements signed.

- ADC/Kappa Maps

Kappa Maps has some interest in updating the DC bike map, but they had no idea where the original content had come from. I located the original exchange of letters between COG and ADC, in 1987. Kappa Maps will set up a conference call with their cartographer. We’ll examine ways in which we can provide content. They’ll need to digitize what they have, and then we can add the new facilities to that. Or, another approach would be to have the inner jurisdictions provide their GIS layers. All the inner jurisdictions have existing bike maps, with underlying GIS layers of bike facilities.

What is missed is mostly the inside the beltway side of the map. All the jurisdictions inside the beltway have jurisdictional bike maps.

Kappa Maps is still selling this map, but it is obsolete. Mr. Farrell passed around a copy. It has a new cover but no new content. Major routes that have been added in the last 8 years are missing. Sales are going down.

Ms. Engelhart said that everything on a bike map is publically funded and available. Kappa would have to ask for it. Mr. Farrell said that Charlene Howard had tried to get

Bicycle and Pedestrian Subcommittee
Notes from the July 19, 2016 Meeting
Page 7

these layers from the jurisdictions, and had trouble. It may be freely available as PDF's, but the GIS layers are harder to get.

Mr. Meese said that he was not comfortable having an obsolete product still on the market, with our logo on it. Either the logo should come off, or it should no longer be sold.

Mr. Farrell said that our value added might be making the phone calls to gather the layers. Mr. Meese added that our involvement might also result in a better product.

Mr. Meese said that COG currently does not have the budget for a free regional map. The benefit of Kappa Maps involvement, as it was with ADC's involvement, is that there is no cost to COG. Kappa would handle the printing and distribution. COG currently does not have the budget to produce a free regional bike map.

- Bike Ped Database Update

Mr. Farrell has loaded the unfunded capital needs projects into the database, and eliminated the duplicates. However, there is a need to decide how the database will interact with the other project databases and the new web site. Once that is resolved Mr. Farrell will contact the individual jurisdictions regarding updating their project information.

- Regional Trails Coalition

The next meeting of the regional trails coalition will be at the Rails to Trails Conservancy on July 28th at 2 p.m., near Dupont Circle, on Duke Ellington Court. The elevator is an old freight elevator takes bikes.

- Outcome of June 29th Separated Bike Lanes Workshop

Good presentations, good attendance, mostly consultants, planners and engineers rather than advocates, which is fine since the engineers who will have to build them were the target audience.

- Maryland TAP funding recipients will be announced tomorrow at TPB. Mr. Farrell distributed the list.

- New COG web site. We are still navigating the new web site. Not all the committee documents transferred from the old web site to the new one.

The benefit of the new web site is that you can create your own user profile and sign up

Bicycle and Pedestrian Subcommittee
Notes from the July 19, 2016 Meeting
Page 8

for committees, rather than having to ask to be added.

9. Adjourned.