

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, September 21st, 2010

TIME: 1:00 P.M.

PLACE: COG, 777 North Capitol Street, NE
First Floor, Room 1

CHAIR: Jim Sebastian, DDOT

VICE-

CHAIRS: Kristin Haldeman
Washington Metropolitan Area Transit Authority
Michael Jackson
Maryland Department of Transportation
David Goodman – Arlington Department of Environmental Services
Fred Shaffer, MNCPPC, Prince George's County

Attendance:

Fatemeh Alladoust	VDOT Northern Virginia
Monica Backmon	Prince William County (by phone)
Kristin Haldeman	WMATA
Toni Byrd	WMATA
Michael Jackson	MDOT
Derrick Kooper	Bicyclespace
Dustin Kuzan	MDSHA
Allen Muchnick	Virginia Bicycling Federation
Jim Sebastian	DDOT
Charles Strunk	Fairfax County

COG Staff Attendance:

Michael Farrell

Bicycle and Pedestrian Subcommittee
Notes from the September 21st, 2010 Meeting
Page 2

Andrew Meese

1. General Introductions.

Mr. Sebastian chaired the meeting. Participants introduced themselves.

2. Review of the Minutes of the July 20, 2010 Meeting

Minutes were approved.

3. Jurisdictional Updates

DDOT has 52 Capital Bikeshare stations installed, more to come. Smartbike will likely be scrapped. Smartbike members may transfer with six months free.

WMATA will present its bike access study at the November meeting. The Board will adopt the plan in December, including a recommendation for a mode share goal. Current bicycle mode share is very low; the goal is to triple it by 2020, to 3.5% from the current .7% for a.m. peak. There are bicycle parking recommendations. The APTA national conference will take place October 3-6th, which will include a transit bicycle summit. Ms. Haldeman will attend.

Fairfax County is working on a bicycle map. There is a plan for improving bicycling in Tysons Corner. Phase II will be the rest of the County. There is a rack and locker program.

MDSHA is working on a policy to provide guidance to the Districts on shoulder and bike lane striping. Policies on shoulder access on higher speed highways are being debated.

A new bike shop has opened on 459 I Street NW, Washington DC. Bicyclespacewdc.com. They do cargo, folding, and urban bikes. They are a WABA member, and they are interested in promoting bicycling.

There are efforts under way to improve bicycle planning along the purple line corridor. It may include some new sidewalks and sidepaths. The US 1 corridor plan includes bike lanes, and also some sidepaths.

MDOT has received a grant to create a training video on bicycling enforcement for Maryland State Police. Mr. Jackson will participate in a Bike to College day and Montgomery College. Mr. Jackson attended Pro Walk Pro Bike in Chattanooga. Ginny Sullivan of Adventure Cycling was also there, and she expressed interest in meeting with COG's long distance and regional bikeways task force.

4. WMATA Station Area Maps

Maps have been completed for all 86 station areas, with considerable input from the member jurisdictions. The maps include all known bike paths and routes. A couple of example maps were pinned up. Sample maps will be made available on the web site.

Mr. Farrell asked if Ms. Byrd could send pdfs of the maps, to be posted on the COG web site. Mr. Farrell also suggested that while blue is a good color for on-street bike routes, at this scale the lines look like they are sidewalks on side paths rather than designate on-street routes. Mr. Muchnick agreed. Perhaps the whole street could be shaded light blue? Ms. Haldeman replied that there may be an issue with the shape file that was received, and the project or centerline.

Station Area maps are not likely to be replaced often. Some maps have been up for more than 30 years. When sufficient corrections are needed, maps will be replaced, if funding is available. Comments and corrections will be collected on a continuing basis, in anticipation of eventual future updates. Shapefiles are useful

Mr. Jackson offered to share riding education information with Ms. Byrd.

Capital Bikeshare stations will be on these maps provided they were planned as of June 2010.

5. Bicycle and Pedestrian Project Database and Plan

Mr. Farrell briefed the group again on the plan. The main thing that is different since the last time this Subcommittee viewed the plan are the maps of selected bicycle and pedestrian plan projects, and some changes to the projects in the database. Mr. Farrell checked the totals of bike lanes in response to questions from Subcommittee members. Projects are organized by line number and by project ID. The project ID is a unique identifier; the line number shows where the project is in the complete project list in Appendix A. Not all the projects in the plan are mapped. Planned facility upgrades are dashed, but that difference did not come out well in the printed copy; Mr. Farrell promised to fix the formatting to make the colors more clearly. Subcommittee members noticed a couple of errors in Table 7-3; Mr. Farrell promised to go back and check the table.

Project names are sometimes similar – there are two Woodrow Wilson Bridge projects, one for the Maryland side, and one for the Virginia side. On the Virginia side that includes the

Bicycle and Pedestrian Subcommittee
Notes from the September 21st, 2010 Meeting
Page 4

Telegraph Road interchange, which is not yet finished. Some projects may subsequently be split into multiple phases, but at least some portion will keep the original project ID number. Mr. Farrell mostly relied on the local bicycle and pedestrian staff to enter projects in the database, but he did go back and enter some projects which are in the TIP, which have a substantial bicycle and pedestrian element. Some jurisdictions provided more detail than others.

The database almost certainly contains errors, but it is accurate enough to provide a big picture, and a tool for tracking what is being done. Completed projects are included and marked with a "C", while "UC" means under construction. A check-mark on the map is a point project which has been finished, while the broad red lines are linear projects that have been completed. If a project was 90% complete, I called it complete. If a project was say, only 40% complete, I did not show it as complete. TPB Technical Committee meeting is October 1st. The database can be corrected continuously up until the time the TPB Technical Committee sees it, but at this stage Mr. Farrell prefers not to add additional projects to the plan. Projects in the TIP should be checked off as being in the CLRP.

The next phase will be to bring the database up to date in June 2011, so that we can produce a progress report for the TPB. We now know the rate at which projects are being implemented. A full plan update will take place every four years.

All the comments from the TPB Tech will be incorporated into the version that goes to the TPB Tech in October.

If no one gave Mr. Farrell a project, then it is not in the plan.

6. TPB Program Updates

- **Top Priority Unfunded Bicycle and Pedestrian Projects**

We need a new list of top priority unfunded bicycle and pedestrian projects for 2010, which is something that we do every year. Mr. Farrell has been communicating with people who had projects in last year's list. This Subcommittee should adopt a revised list in November. A project description and budget information are needed. The WMATA Bicycle parking project has been fully funded.

The top priority unfunded list is one more way of getting projects to the attention of the TPB. When nominating projects, please look at projects that respond to the selection criteria described in the memo. Bicycle network connectivity, interjurisdictional connections, pedestrian safety, and access to transit are priorities. Normally each large jurisdiction gets one project. Budget numbers on the list sum from left to the total estimated cost on the right.

Bicycle and Pedestrian Subcommittee
Notes from the September 21st, 2010 Meeting
Page 5

This Subcommittee has final word on what projects are selected.

The sample budget sheet was left blank. The list will be emailed to everyone. It has already been sent to everyone who had a project on last year's list.

- **Street Smart Pedestrian and Bicycle Safety Program**

Project budget for Street Smart will likely be around \$600,000, based on current and anticipated commitments. This will be sufficient to do both a Fall and Spring campaign, though less than last year's budget. Arlington will host the Fall 2010 press event. Arlington has been a consistent supporter and has not hosted an event for a long time. Wilson and North Lynn in Rosslyn will be the location. Turning conflicts are a problem at that location.

Fall 2010 will use the same materials as the Spring 2010. We may or may not redo them for Spring 2010. November between election day and Thanksgiving is the time frame.

Subcommittee members asked if Street Smart addresses cell phone use. In the Street Smart video, both the pedestrian and the driver are on their cell phones.

Ms. Haldeman suggested that materials addressing driving and texting would be beneficial. Mr. Meese suggested we gather data on distracted driving and texting.

Mr. Farrell played the Street Smart video in which the woman with the stroller is hit.

The \$600,000 pays for both Fall and Spring campaigns. Additional contributions are welcome through next February.

- **Capital Bikeshare/Tiger II Grant Application**

This grant application failed.

- **Bike/Ped Subcommittee Listserv**

The listserv is running.

7. Adjourned