

National Capital Region Transportation Planning Board

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MEETING NOTES

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

DATE: Tuesday, September 17, 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:**

David Goodman – Arlington Department of Environmental Services
Jeff Dunckel, Montgomery County Department of Transportation
Kristin Haldeman, WMATA
Jim Sebastian, District Department of Transportation
Fred Shaffer, M-NCPPC, Prince George's County

Attendance:

Michael Alvino	National Park Service
Justin Antos	WMATA (by phone)
Chris Eatough	BikeArlington
Kate Elkins	Maryland Highway Safety Office
Cindy Engelhart	VDOT (by phone)
Jamie Fearer	City of Greenbelt
David Goodman	Arlington County
Arkopal Goswami	Loudoun County
Christine Green	Safe Routes to School National Partnership
Kristin Haldeman	WMATA

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Michael Jackson	MDOT
Renee Lord-Attivor	Prince George's County DPWT
David Patton	Arlington County
George Phillips	Prince William County DOT (by phone)
Hillary Poole	City of Alexandria
Jim Presswood	Earth Stewardship Alliance
Carrie Sanders	City of Alexandria
Fred Shaffer	Fairfax County DOT
Pat Turner	BikeLoudoun (by phone)
John Wetmore	Perils for Pedestrians
Kenna Williams	Sherry Matthews, Inc.

COG Staff Attendance:

Michael Farrell
Andrew Meese
Marco Trigueros

1. General Introductions.

Participants introduced themselves.

2. Review of the July 16th Meeting Minutes

Moved to the end of the agenda.

3. Jurisdictional Updates

The National Park Service has been identifying potential pedestrian and bicycle safety improvements on the national mall, as well as an update of the regional trails plan.

Prince George's County has adopted guidelines for adequacy of pedestrian and bicycle facilities in new development.

Arlington has put in a couple of HAWK pedestrian signals.

VDOT will do a presentation tomorrow to the FABB group on the Fairfax County Trail repairs. Funding is available for about half the length of the 26 mile trail.

Hampton Roads has been approved to buy a mobile Eco-Counter. VDOT will acquire additional

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equipment as well. VDOT's study on US Bike Route 1 is progressing well, and VDOT will set up a stakeholder meeting soon.

MDOT has applied for US Bike Route 50 to AASHTO, and expects a decision in October. Montgomery County will kick off bike sharing on Friday, September 27th.

Alexandria has installed a bicycle box which seems to be working well. New bike lanes have been installed over the summer, doubling the number of bike lanes in the city, and more are under design. Alexandria plans to install another HAWK signal, and will soon double its number of bike stations, which will likely include locations in Del Ray.

DDOT is expanding bike sharing as well as Montgomery County comes on line.

Prince William County is updating its inventory of bicycle and pedestrian projects for the regional database. Prince William County is also looking next fiscal year to come up with a list of roads where wider shoulders would be feasible.

The City of Rockville will have its bike share kick-off soon, and is doing some bike counts, and is updating its bicycle plan.

4. Arlington Automated Pedestrian and Bicycle Counting Program

Mr. Patton spoke to a powerpoint presentation.

Why does Arlington have such an automated counting program? Because Arlington takes walking and biking seriously, a commitment which dates back many decades ago, to the decision to redevelop around Metro.

Arlington started with volunteer counts, in 2008. But volunteer counts can be affected by weather, such as rain. Automated counts are far more reliable. The County decided to use tubes to count bikes at first. As soon as you start automated counts, you see revealing patterns of use. On the Mount Vernon Trail you see 5000 bicyclists per day.

Arlington's oldest automated counter is 4 years old now. Bike counts vary more pedestrian counts.

Between 2011 and 2012 Arlington saw a ten percent increase year over year.

Portable counters are used to count locations that have not been counted before. Counts provide support for providing pedestrian and bicycle facilities, and to show conflicts to compete for safety money.

You can see the effects of events such as the earthquake and snowmageddon.

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You can also see equipment error in unexplained spikes.

The equipment is highly water-resistant.

In the street the loops count only bicyclists in the bike lanes, not outside. People walking two abreast will be counted as one person. Research is ongoing to measure and adjust for such predictable errors.

Snow stops bicyclists from using the trail. This count data provided support for clearing snow from major trails. There's been no snow since the funds were allocated.

Another role of counts is to track the relation between the availability of on-street parking and patronage of businesses.

Arlington cooperates with other organizations such as VDOT and the National Park Service in its counting program.

Data is uploaded from the counters remotely.

Steel posts are more resistant to damage than wood.

The BWI trail will likely get an Eco-counter. Toronto has installed an Eco-counter on their Sherbourne cycle track.

Mr. Meese asked how long portable counters are typically left out. Mr. Patton said that a couple of weeks was about right for most locations. They take about 10 minutes to set up.

Annual budget is \$100,000/year for technology upgrades for the bike/ped program. The goal is 50 counters, which is plenty for a jurisdiction as small as Arlington. Staffing is 1/3 of David Patton's time.

Snow plowing is handled by landscaping companies, which use small bobcat type equipment. There are other issues like pre-treatment, which could affect the categorical exclusion for mixed-use paths. Arlington will start clearing major transportation trails.

Mr. Farrell noted that Portland, Oregon uses fine gravel and sand rather than salt, on trails and roads. Sand provides traction even if you have a re-freeze. Portland will go back in after the snow has melted and sweep up the sand. Minneapolis is good about plowing trails, we should look at what they're doing. Mr. Meese said that beet juice was a messy solution; people are moving away from it. It gums up people's cars and the equipment.

Salt is also bad for cars, bikes, and other equipment. Dog owners prefer sand to salt, since it

doesn't burn the dogs' paws.

Perhaps in the future we could have a snow removal presentation.

5. Draft Regional Green Streets Policy, Policy Template, and Green Streets Policy Inventory

Mr. Farrell discussed the background for the policy, which has been developed in response to a request from the Anacostia Watershed Restoration Partnership. We held a stakeholders workshop in April, which was well attended. Numerous benefits of Green Streets were identified. Staff then developed a draft regional Green Streets policy and policy template, along the lines of the regional Complete Streets policy. We also did a survey of the TPB member jurisdictions to identify existing Green Streets policies.

There isn't a consensus definition of Green Streets as there is for Complete Streets, but there are definitely common themes.

The draft policy has been presented to number of committees and is now out for comment. The target is to take this policy to the TPB for adoption in October.

Green Streets are relevant to pedestrians and bicyclists in that one of the major benefits of Green Streets is a more pleasant environment for pedestrians and bicyclists.

Ms. Sanders asked if there was any information discussed on flexi-pave at the workshop. Mr. Farrell replied that DDOT had a green alleys program, and was using flexible paving such as rubber sidewalks. Rubber sidewalks allow you to quickly pull up the sidewalk quickly to trim tree roots. All the materials from the April 8th workshop, including Meredith Upchurch's presentation, are available on the bike/ped subcommittee web site.

6. Draft Street Smart 2013 Annual Report and Planned Fall 2013 Campaign

Ms. Williams played a video Annual Report and spoke to a powerpoint presentation.

Pedestrian and bicyclist fatalities are nearly 27% of the total traffic fatalities. Street Smart is a public education campaign intended to promote safer behavior by motorists, pedestrians, and bicyclists. Multiple messages to multiple audiences makes it more challenging.

New creative, "tired faces" was developed in Spring 2013. The campaign runs in English and Spanish. Transit ads reached pedestrians, and radio traffic sponsorships reached drivers. Digital shelters allowed all the executions to rotate. The digital shelters were nominated for a Digital Outcomes award. Bus routes were targeted if they served high-incidence areas.

Fall 2012 revolved around the theme, "Be Safe, Be Seen", with the change to daylight savings

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time. For the Spring we held an event at starburst plaza on H Street NE, and use the new creative. We held a media tour to get campaign spokespeople on news programs. We also did “Street Smart safety zone” outreach events at high-crash locations, in partnership with radio stations. We also created a digital toolkit with tweets, banners, etc. There was an on-line evaluation survey before and after the Spring campaign wave. 40% of respondents had seen at least one of the executions. Advertising awareness was twice as high for drivers as for pedestrians. There was significantly increased awareness of pedestrian related enforcement.

We did very well obtaining PSA coverage, and earned media coverage, both worth significantly more than the program budget.

In FY 2014 we will keep the “tired faces” creative and put electronic outreach and PSA news stories, as well as “pumptopper” ads aimed at motorists. We’ll start a little earlier than last year, and get all the outreach events done before the time change.

A short version of this presentation will be presented to the TPB. Ms. Engelhart suggested playing the video. Mr. Jackson praised the new creative and the new program.

If anyone is willing to provide free space we will cover ad production costs. Ms. Engelhart asked if it was possible to put flyers in a pocket on a bus shelter.

Mr. Jackson suggested that the Motor Vehicle Administration customer service centers as a venue for our advertising. Mr. Williams liked the idea and promised to follow up.

We need orders and print specs for ads by September 30th if possible. Press event location is TBD, October 22nd. Technically it is Maryland’s turn, but we want something with good regional optics, such as a national parks location. Montgomery County is in agreement.

We now have one box of flyers left, after providing a box to NVCC. Newly printed copies can’t be released until after October 1st due to funding restrictions.

7. Other TPB Program Updates

The database is not done yet. VDOT has finished. We are looking into getting an auto-date function, and a database which would be more compatible with the CLRP database. But what we have now works, it’s just a matter of getting it done.

For the top priority projects, we had proposed suggesting that we emphasize the inter-jurisdictional connections.

The Commuter Connections State of the Commute survey results are on the COG web site.

There will be a Safe Routes to School meeting on October 29th. We have a packed agenda,

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representing many stakeholders including public health. The Safe Routes to School Partnership is sponsoring this event. Mr. Farrell will distribute the flyer and registration link when those are ready.

Mr. Farrell asked if there was any interest in holding Bike/Ped Subcommittee meetings more often than every other month, given that the agendas often seem over-full. Mr. Jackson suggested keeping the schedule as is for regular meetings, and make use of special task forces for things like the regional bicycle and pedestrian plan. If we were to change the schedule at all it would be effective in 2014. We also see each other at other events, such as Safe Routes to School.

Ms. Engelhart suggested that task force meetings could be scheduled at the beginning of the year.

We will need a new Chair for 2014.

8. Adjourned