National Capital Region Transportation Planning Board

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MEETING NOTES

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

DATE: Tuesday, December 22nd, 2011

TIME: 1:00 P.M.

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

CHAIR: Kristin Haldeman
Washington Metropolitan Area Transit Authority

**VICE-
CHAIRS**: Michael Jackson
Maryland Department of Transportation
David Goodman – Arlington Department of Environmental Services
Jim Sebastian, District Department of Transportation
Fred Shaffer, MNCPPC, Prince George's County

Attendance:

Paul DeMaio	Metrobike
Jeff Dunckel	Montgomery County
Chris Eatough	BikeArlington
Cindy Engelhart	VDOT
Gary Erenrich	Montgomery County (by phone)
David Goodman	Arlington County
Arkopal Goswami	Loudoun County (by phone)
Kristin Haldeman	WMATA
Eduardo Maetama	Parsons Brinckerhoff
Pat Turner	BikeLoudoun (by phone)

COG Staff Attendance:

Michael Farrell
Andrew Meese

1. General Introductions.

Ms. Haldeman chaired the meeting. Participants introduced themselves.

2. Review of the Minutes of the September 20th, 2011 Meeting

Minutes were approved.

3. Jurisdictional Updates

The Street Smart campaign went well in Montgomery County. The curb markings directing pedestrian movement appear to be effect, and street teams were active educating the public. In the first week of December an enforcement wave was carried out, with 6-8 officers per enforcement team. 250 citations were issued, and post-enforcement monitoring showed a 50% reduction in mid-block crossings. However, there were several pedestrian fatalities in December relating to heavy rain and darkness, including one on Flower Avenue near the Fall Street Smart press conference site. The CIP budget for pedestrian safety improvements is expected to decrease. Montgomery County is considering adopting a formal Complete Streets policy. Montgomery County's Pedestrian Committee is now its pedestrian and bicycle committee.

The District of Columbia is working to improve several corridors identified in the Pedestrian Plan, including East Capitol east of the Anacostia River.

Arlington will add five more bikeshare stations in 2011, and an additional 20 stations in Spring 2012. Arlington will hold a Bike Culture meeting on January 18th, 2012. It is an all-day meeting. An announcement should be forwarded to the Subcommittee distribution list. Arlington now has 14 automated bicycle counters. MDOT is considering an automated bicycle counting program.

Ms. Engelhart suggested that agencies wanting to have the Council of Governments do their counts for them should consider Miovision equipment, for compatibility with existing equipment. VDOT is continuing its PPTA program, which protects space for future trails to go through interchanges. Fairfax County is updating its bicycle plan. The I-66 corridor plan and a bicycle and pedestrian component, which evaluates bicycle and pedestrian travel time, as well of ways of allowing bicyclists and pedestrians to access Metro.

Loudoun County has held a community outreach in Ashburn to find out what the community wants improved. There is a lack of bicycle and pedestrian connections to adjacent communities. The W&OD will be routed through a vehicular roundabout.

4. Selection of a New Chair

Jeff Dunckel of Montgomery County was selected as Chair for 2012.

5. Draft Regional Complete Streets Policy

Mr. Farrell briefed the group on the revised draft of the proposed regional Complete Streets policy. The most notable change to the previous version was the addition of language making it strictly and explicitly voluntary. No project would be excluded from the TIP based on its compliance or noncompliance with the regional Complete Streets policy. Reasons for having a regional policy were incorporated into a draft TPB resolution.

Ms. Engelhart responded that while regional goals are OK, regional policies are not. The region has many goals, incorporated into documents such as the TPB *Vision* and the COG Board's *Region Forward* planning guide, but not policies.

Mr. Erenrich suggested that while we are getting close to agreement, it might be a good idea to hold a workshop to bring in additional stakeholders, perhaps co-hosted with the TPB Technical Committee. The State Departments of Transportation as well as the County Departments of Transportation should be represented. The workshop should include a context-setting session, to be followed by a work group session to craft the language. The Subcommittee members present concurred. Ms. Haldeman added that the Stakeholders work group should include representatives of the Bus and Access for All committees.

6. Regional Crash Data Analysis System Scoping Project

Mr. Farrell discussed the results of the Regional Safety Data Scoping Study, prepared for COG by the University of Maryland Center for Advanced Transportation Technology Laboratory. Mr. Farrell explained the workings of Maryland's EVC crash data mining and visualization tool. The purpose of the Scoping Study was to evaluate the feasibility of extending the EVC tool to cover DC and Virginia. The system allows menu-based searches, which allows people without GIS training in SQL queries to search for different types of crashes, at specific times and locations. Small-agency and jurisdiction planners, as well as regional planning agencies such as COG and WMATA, would be the audience. Funding for implementation, it was envisioned, would come largely from DDOT and VDOT.

The study concluded that the University of Maryland could produce a regional system with $195,000 and one year of calendar time. However, the CATT lab would have to create a common database, and certain data fields that cannot be standardized across the three data sets would have to be dropped. The system would require a new database server

The Subcommittee was skeptical as to the need for a regional system, and whether the benefits would be worth the costs. Maryland users already have the EVC tool. DDOT is able to do crash

analysis with GIS. VDOT has improved its internal system, and it controls most of the roads and streets in Virginia. Regional planning needs, such as for the Street Smart campaign, or identification of crash types near rails stations, might be adequately met by accessing the different State and local crash record systems.

Another concern was the need for the Departments of Transportation to provide data, and continue providing data, to maintain the system.

The Scoping Study will be presented, by the author, to the next meeting of the Regional Safety Subcommittee, which will take up some of these questions in deciding whether the region should move forward with the realization of such a system.

7. **Other TPB Program Updates**

Due to shortness of time this item was deferred to the upcoming January meeting.

8. **Adjourned**