

National Capital Region Transportation Planning Board

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MEETING NOTES

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

DATE: Tuesday, May 17, 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 Duncel, Montgomery County Department of Transportation
Kristin Haldeman, WMATA
Jim Sebastian, DDOT

Attendance:

Marina Budimir	DDOT
James Carrington	WMATA
Heidi Coleman	NHTSA (by phone)
Henry Dunbar	BikeArlington
Jeff Duncel	Montgomery County DOT
Cindy Engelhart	VDOT
Steven Friedman	Montgomery Ped Bike Safety Advisory Committee (by phone)
Daniel Hoagland	WABA
David Goodman	Arlington DES
Karyn McAllister	Prince George's County DPWT (by phone)
Marie-Annette Otero	Safe Routes to School National Partnership
Jim Sebastian	DDOT
Pat Turner	BikeLoudoun (by phone)
John Wetmore	Pedestrians.org

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COG Staff Attendance:

Michael Farrell
Andrew Meese
Jon Schermann
Marco Trigueros

- 1. General Introductions.**
- 2. Review of the January March 15th Meeting Notes**

Minutes were approved with a pending correction.

- 3. Briefing on SafeTrack**

Ms. Haldeman spoke to a powerpoint.

WMATA hopes to tackle a lot of safety problems in a short time frame. In order to do so there needs to be more out of service hours to provide maintenance workers with access to the tracks. Maintenance is hard when out of service hours are short, since most of the needed equipment must be put in place and then removed before the system re-opens.

WMATA will be doing three years worth of maintenance in one year.

Commuting hours will be affected by closures and single-tracking. Early closures, at 8 p.m., will be extensive. There will be no service after midnight on week-ends.

The current plan is not expected to change much.

Once we go through the presentation we will discuss bike and pedestrian mitigation measures.

Other than July 4th and the presidential inauguration, there will be little or no accommodation of special events. No extended hours for marathons, etc.

The longest track outage will be 42 days of single-tracking, and the longest complete closure on a line will be 16 days on the red line, between Fort Totten and NOMA. There will be bus bridges to cover the gaps.

The maps on the presentation shows closures, single tracking, and service reductions, color-coded. The maps are important because it shows you how much service there will be, and where. June 4th is the start date.

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Mr. Farrell encouraged Ms. Haldeman to run through the maps to remind people of the expected service reductions, since this document has not been available for very long. Ms. Haldeman went through the maps.

Ms. Engelhart asked about service reductions during the Folklife festival. Ms. Haldeman replied that WMATA would not work around special events, with very few exceptions. Mr. Schermann asked for a clarification of the service reductions on one of the maps. Mr. Sebastian cautioned people not to get confused by the colors, they represent service levels, not the color designation of the lines. For example, red signifies 50-69% reduction in the number of trains on a segment.

Ms. Engelhart asked for confirmation that the ending points would still be accessible by Metro train. So you can get, in one case, from DC to National Airport, but if you are coming from points south, you won't be able to get there by Metrorail from the south, but would have to switch to Metroway, a Bus Rapid Transit service, to Crystal City, and then backtrack, or walk.

WMATA's public outreach team is pulling together materials relating to service reductions. Ms. Haldeman asked if COG could help with information dissemination. A one-stop shop for service reduction information would be very helpful.

Bus bridges over closed segments will not mitigate the service reduction on other segments of the line. WMATA does not have a lot of excess buses, during peak periods most of WMATA's busses are already in use. The bus planning staff is working on plan. Mr. Wetmore asked if additional buses could be leased, perhaps from other transit agencies. Mr. Meese noted that you would need drivers too, storage space, etc. Other transit agencies don't have a lot of extra buses either.

Dedicated bus lanes are a good idea, but would be needed widely, which would be hard to implement quickly. Mr. Wetmore suggested that even a few dedicated bus lanes at choke points would help.

Ms. Engelhart asked whether private bus coach services could be hired for the bus bridges, freeing up WMATA staff and equipment to augment regular bus service. Another person noted that hiring contract drivers, even on a temporary basis, might conflict with the union contract.

Mr. Sebastian suggested that we move on to non-bus issues.

Ms. Haldeman suggested that we brainstorm some bike-related issues, such as bike convoys to help inexperienced bicyclists on routes affected by closures or service reductions.

Mr. Hoagland said that WABA will map and vet bike routes on each affected segment of Metrorail, with connections to nearby bicycle infrastructure. Bike to Work Day routes may be

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used. For the surge, WABA will publicize those routes. To complement that, WABA will recruit volunteers to lead convoys through each surge segment, around rush hour, at least on the first day, but as long as those volunteers were willing to continue. WABA will vet the printed materials, to make sure that the needed information is available to anyone willing to consider the bicycling alternative.

Ms. Haldeman said that WMATA will promote bike on bus. Bike racks on the buses used on the bus bridges might be helpful.

Ms. Engelhart asked if bike rails could be installed on the stairs to facilitate faster movement of bicycles through the stations. Ms. Haldeman said that relaxation of the carriage policies could be considered to allow people to take their bicycles up the stairs. Relaxing the bike prohibition at rush hour would exacerbate the situation. Ms. Engelhart asked about bikes on the non-peak direction.

Ms. Haldeman suggested that temporary bike parking may be needed to accommodate the bike convoys. Arlington has been thinking along those lines.

Mr. Farrell asked if WABA had been communicating with COG's Commuter Connections program. Routes, and locations with extra bike parking, is information that Commuter Connections could push out to its membership, since it has many contacts with employers. Mr. Meese suggested that Mr. Farrell share information from a recent memo on the Commuter Connections role with the Subcommittee. COG is emphasizing demand management as a response to SafeTrack, and Commuter Connections is our primary tool for travel demand management. The various subcommittees here are discussing responses to SafeTrack, including, of course, this one.

Ms. Engelhart asked about temporary Cabi stations at surge locations. Mr. Dunbar replied that Arlington was considering it, but noted that single rail car full of people could easily empty even the largest Cabi station. Cabi is not well-suited to large one-way peak travel movements, but is better suited to balanced, two-way flows. Station location is a jurisdiction by jurisdiction issue.

Mr. Wetmore asked about wayfinding signs, to direct people when volunteers aren't present. Mr. Dunbar replied that that was being considered, including chalk markings to direct people.

Mr. Meese asked about variable message boards. Mr. Sebastian said that DDOT has them, but they can be an obstacle to bicycle or pedestrian movement. Mr. Sebastian noted that DC recently put in 20 plus miles of wayfinding, and perhaps DC will just accelerate the program, and publicize the routes through social media, to get the bike route maps on people's minds. DDOT is also considering using the event racks at some of the bridge stations. DDOT will need to work with WMATA to identify locations.

Ms. Haldeman noted that bus bridges can get very busy and crowded, which will complicate

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finding space. Mr. Dunbar suggested repurposing auto parking. Mr. Hoagland suggested that the event racks are less secure than regular racks, so more security will be needed. Ms. Engelhart said that high activity might make the parking more secure, and security could keep an eye on them. Mr. Goodman suggested valet bike parking corrals for better security.

Cabi may introduce a cheaper one-trip fare, perhaps \$2, system-wide, for the duration of SafeTrack.

Mr. Dunbar asked if there would be some sort of on-line bike buddy type of program, to match people going to particular destinations, sort of a ride matching service. Chicago has such a service. Mr. Hoagland replied that the idea was definitely being considered, as a supplement to the convoys.

Ms. Haldeman asked if Mr. Farrell could compile these ideas, write them up, and provide them to her, so that she could develop a response from WMATA. Mr. Farrell replied that he could do so, perhaps by the end of the day tomorrow.

Mr. Wetmore noted that where stations are only a mile or so apart, people may prefer to walk rather than wait for a shuttle bus. The pedestrian route needs to be made ready, obstacles removed. Overgrown shrubbery, misplaced newsboxes, etc. could be removed.

Mr. Hoagland agreed. Some of the surge segments are adjacent to multi-use paths, which could be used by pedestrians. Some of them are under Park Service control. But we should make sure those are well-maintained, and lit if possible.

Mr. Goodman said that in addition to the end of line facilities, Arlington was considering the possibility of upgrading some of the on-street bicycling and walking routes, perhaps by temporarily removing parking, or by accelerating planned improvements, to increase capacity and reduce user stress. Mr. Goodman suggested that other jurisdictions look at improvements to their routes. Mr. Wetmore suggested sending a street sweeper.

Mr. Farrell noted that at a bus bridge there is often a WMATA employee pointing you towards the bus. If we have walk and bike alternative routes that are determined to be viable, could WMATA staff be trained to direct people towards the walking route, and offer information about it, such as a travel time estimate? Temporary routing signs should also be provided on WMATA property. Also, for surge segments where you don't have a big peaking problem, but are expecting balanced flows, Cabi might work well.

4. Briefing on the MAP-21 Safety Performance Measure Final Rule

Mr. Schermann spoke to a powerpoint.

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The States and MPO's are required to develop performance measures over five areas, including safety. Rulemaking is ongoing.

The federal government typically publishes a draft rule, gathers comments, and then produces a final rule. States are required to collect and analyze safety data on all public roads, not just the DOT owned roads, and to assess the results of their highway safety improvement projects.

At the MPO level, the safety performance measure final rule establishes safety performance measures, establishes a target setting process, and describes how progress will be reported. MPO safety targets will not be assessed by FHWA for progress, but the State targets will be, and there may be consequences to the State for not meeting targets.

Safety data will have to be improved, especially for serious injuries. There will be national definition of a serious injury. Safety data generated by these rules is intended to result in better decision making that will reduce fatalities and serious injuries.

The number of non-motorized fatalities and serious injuries (on a five-year rolling average basis) on all public roads will be one of the performance measures. This will include fatalities and serious injuries on publicly owned paths and trails.

Ms. Engelhart noted that the State of Virginia currently has no system to do that. FARS is not currently set up to record fatalities on paths. Ms. Engelhart asked if the exact terminology could be distributed. VDOT currently collects data on paths adjacent to the roadway, but not on paths on an independent alignment. Mr. Schermann promised to provide the language of the rule to the Subcommittee.

Mr. Wetmore asked if trip and fall injuries on sidewalks would be included. Mr. Schermann said that it was probably only crashes that involved motor vehicles. Mr. Farrell asked how serious are serious injuries. Mr. Schermann said that for motor vehicles a serious injury was a disabling injury. Data comes from the police officers. Ms. Engelhart said that currently police reports from trails don't go on the FARS report, even if it results in a fatality.

State DOT's are required to set performance measures for all five performance areas. They may also create separate targets for urbanized areas if they wish. MPO's may also set their own targets if they wish, or concur with the DOT safety targets and plan and program projects to contribute to the State goals.

To be penalty-free the States must meet or make significant progress towards at least four of the five statewide goals.

The penalty for failure to make significant progress is that more safety funds must be programed for safety projects.

If the MPO establishes performance targets, it must do so in cooperation with the States, and report on progress. The TIP must discuss the anticipated contribution of the TIP towards achieving targets.

Ms. Engelhart mentioned that the FHWA would provide oversight. Is it the only agency? Is the National Park Service involved? Mr. Schermann said that it is just FHWA evaluating the States. Mr. Schermann was not completely sure about trails. Mr. Carrington said that bicycle crashes on trails that are recorded by the Park Police don't always get properly reported. Ms. Engelhart said that crash data affect the MUTCD. Mr. Goodman said that John Bolocek, the Virginia Bike Ped Coordinator, should be aware of this rule. Ms. Engelhart said that there is no report generated by State Police from crashes on park land. Unless a motor vehicle is involved, there is no crash report. Mr. Schermann agreed that the reporting was a work in progress.

Ms. Turner asked about the graphs in the presentation. Are they adjusted for population? The first one is just numbers of fatalities, not adjusted for population. The second is rate per 100 million miles traveled. Mr. Schermann promised to provide clarifications at a later date.

Mr. Schermann promised to update the Subcommittee again in the future, once some additional coordination has taken place with the States.

5. Concluding the Work of the Bicycle Beltway

Mr. Farrell spoke to a handout. A TPB member requested that the Subcommittee create a vision for a circumferential bicycle route around the Washington Region, based loosely on the Atlanta Beltline trail.

The Subcommittee convened a working group which created a Vision statement, and identified an inner route that could be completed within a five-year time frame, with the aid of an on-line mapping tool, which allowed the status of each segment and gap to be noted.

The working group also proposed that an outer route to be completed within a 30-year time frame, but due to staff turnover, particularly on the Maryland side, and lack of obvious off-road routes or rights of way which met the criteria, the working group was not able to designate an outer route.

At the same time other planning efforts were working on similar lines, notably the National Park Service's update to the 1990 Paved Trails Plan, and WABA's Regional Trails Coalition. The National Park Service recently completed the Paved Trails Plan update, and as part of it they adopted the Beltway Working group's proposed inner loop route of the Bicycle Beltway, re-branding it as the "National Capital Trail", and making some minor changes to the routing. The Park Service proposed adding a short cut through the Mall, creating a ten-mile loop around the

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monuments. In order to avoid a high-stress on street connector between the Key Bridge and the Capitol Crescent Trail in Georgetown the National Park, the Park Service proposed using the Memorial Bridge to connect to the Rock Creek Trail and the proposed Water/K Street connector trail/protected bike lane in Georgetown. Other than those two changes, the National Park Service National Capital Trail is the same route, with essentially the same characteristics, as the Bicycle Beltway inner loop.

Therefore, Mr. Farrell proposed the Subcommittee conclude the work of the Bicycle Beltway task force by adopting the Park Service's "National Capital Trail" as the Bicycle Beltway for the National Capital Region.

Ms. Haldeman asked if this should be submitted to the Park Service as part of the comment period. Thursday is the close of the comment period. Mr. Farrell said that he could write something up. Philip Koopman, Cindy Engelhart, Jim Sebastian, and Michael Jackson participated.

Mr. Wetmore said that the contracts for the Purple Line would likely be let five to six years from now, and that would be the time to worry about that gap, to make sure a trail is included.

Ms. Engelhart asked if gaps identified by the Park Service were all on National Park Service property. Mr. Farrell replied that not all of it was National Park Service property, some of it was from the MoveDC plan. Ms. Engelhart asked if we could approve a facility on a third party's property, ie land the NPS doesn't control. Mr. Sebastian replied that the South Capitol Street trail is in the MoveDC plan, which has been approved. Ms. Engelhart asked about the Maryland section. The remaining Maryland section on the south end is finished. Mr. Farrell replied that Mr. Jackson approved the route. Ms. Engelhart asked about the Purple Line route on the north end. Mr. Sebastian said that section was part of a Maryland plan and \$2 billion contract.

Mr. Carrington asked if we should adopt a formal resolution. Mr. Farrell proposed drafting a resolution which could be adopted at the next meeting.

6. Briefing on the 2016 Update of the Regional Bicycle and Pedestrian Project Database.

Mr. Farrell spoke to a hand-out. The database is part of the bicycle and pedestrian plan, which is updated every four years, but the database should be updated every two years. To keep to the two year schedule, the database should be updated this summer, preferably by the end of September. However, first, projects from the Unfunded Capital Needs list will be added to the existing database, and then duplicates cleaned up, before sending out the link and instructions to our members and asking them to work with on it. Ms. Engelhart said that she might have some time to work on it this summer. Some of the NVTA projects are duplicates of projects the jurisdictions entered.

Mr. Farrell said that a good use of this update is to measure progress, which is why we ask agencies not to delete projects that have been completed, but to change the status to complete, and add a complete date so we know when it was finished.

There is also the possibility that some of these projects may go into the long range transportation plan of the TPB if we have good information on them.

7. Other TPB Program Updates

- **Street Smart.** We had a successful press event at Silver Spring and six enforcement activation events. One of our employees was hit on her bike and agreed to speak at the event.

The most innovative aspect of this Spring's program was the enforcement activation. Some of the events got local coverage, though not all. It was a good way to get law enforcement more engaged.

Proposals for the FY 2017 RFP are due June 6th, at 2 p.m. A member asked about the selection process. Mr. Farrell replied that there would be a selection panel, which would review the applications and make the decisions. This group is separate from the Advisory Group, which is a larger body representing in principle all the TPB member jurisdictions.

The selection panel will score each proposal, and decide which proposals merit an interview. New creative (if any) would be developed under the auspices of the Advisory Group. The Fall 2016 campaign will use the old creative, since there is no time to develop new creative. The decision of whether to go with new creative will be made by the advisory group. There are benefits to staying with the same creative, but message saturation is a concern. Every campaign creative eventually runs out of steam. Mr. Engelhart informed Mr. Dunbar that Ms. Engelhart of Virginia DMV would likely serve on the selection panel. We may also have a County representative who has a long history with the program, such as Jeff Dunckel.

Mr. Dunckel added that historically we had done new creative every year, but under the current contractor we were persuaded to go with the same creative. Mr Sebastian asked if Tim Kelley could go to the advisory group. Mr. Farrell replied that he could, but that we do have an official voting membership roster. If agencies want input, they should send a representative to the advisory group. Ms. Engelhart noted that this was safety, not encouragement funding. The current firm is Sherry Matthews Marketing, a Texas-based firm with a one-person DC office. It's sizable contract; we had eight proposals last time.

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- Long Range Plan Task Force. The bicycle and pedestrian elements are not yet decided. There is some thought of bringing the Regional Trails Coalition's trails plan into the long range plan.
- Mr. Farrell will present the Unfunded Bike Ped Project to the list to the TPB tomorrow.
- The recipients of the FY 2017 TLC grants will be announced tomorrow.
- Bike to Work Day is May 20th
- The Separated Bike Lane Workshop will take place on June 29th. We've secured an FHWA speaker and we are looking for local speakers, one each from DC, Maryland and Virginia.
- PBIC is doing a Separated Bike Lane webinar. We will proceed with our event regardless; it will be more local in character than the PBIC webinar, and offers more networking opportunities. We will be in the COG Board room, so we are unlikely to run out of spaces. An invitation flyer will go out shortly.

8. Adjourned.