

National Capital Region Transportation Planning Board

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MEETING NOTES

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

DATE: Wednesday, May 30, 2012

TIME: 1:00 P.M.

PLACE: 5000 College Avenue
2219 Technology Ventures Building
University of Maryland
College Park, MD 20742-3021
Room 1121

CHAIR: Jeff Dunckel
Montgomery County Department of Transportation

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

Attendance:

Justin Antos	WMATA
Tim Davis	City of Frederick
Jeff Dunckel	Montgomery County
Sherif Elbabbani	Prince George's DPWT
Vaibhavi Kamdar	Prince William County DOT (by phone)
Dave Goodman	Arlington County DES
Arkopal Goswami	Loudoun County
Christine Green	Safe Routes to School National Partnership
Kristin Haldeman	WMATA
Chris Holben	DDOT

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Cindy Engelhart	VDOT
Michael Jackson	MDOT
Tom Jacobs	UMD-CATT
Philip Koopman	BicyclePASS
Allen Muchnick	Virginia Bicycling Federation (by phone)
Bill Orleans	Self
Carrie Sanders	City of Alexandria
Fred Shaffer	M-NCPPC
Gail Tait-Nouri	WMATA
Cipriana Thompson	Prince George's County DPWT
Victor Weissberg	Prince George's County DPWT
John Wetmore	Perils for Pedestrians

COG Staff Attendance:

Michael Farrell
Andrew Meese
Huijing Qiang

1. General Introductions.

Mr. Dunckel chaired the meeting. Participants introduced themselves.

2. Review of the Minutes of the January 17th and March 23rd Meeting

The minutes were approved.

3. Jurisdictional Updates

Prince Georges Planning Department is working on transit oriented development studies for Central Avenue from DC to the Beltway, and one for the Branch Avenue area near the subway. The parks department will soon construct another segment of the Rhode Island Avenue Trolley Trail Extension, which will connect to the existing trail in College Park. Planning and public works are also working on bicycle and pedestrian access guidelines.

The County now has a Complete Streets program. Ager Road is being re-designed, along with eight other corridors. Road diets and other treatments are being considered.

The City of Alexandria will launch 8 bike share stations this summer. Alexandria had two new stops at Bike to Work Day and increased its registrations. A new full time staff person will be hired to work on bicycle issues, including Capital Bikeshare.

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DC has opened a new segment of the Anacostia River Trail near RFK stadium. Additional segments on the east side of the river will open soon. 12 new Capital Bikeshare stations will open in the next few weeks, mostly downtown. Construction will start soon on the L across-town cycle tracks, as part of a road resurfacing in July. It will be a separated facility with bicycle bollards. On-street parking will be removed. No new signalization, one lane of a double left turn lane will be removed on 18th Street.

The City of Frederick has been designated a bicycle-friendly community by the League of American Bicyclists. The city had a 47% increase in registrations for bike to work day, and has received a grant from MDOT to do a feasibility study for bike sharing.

The City of Greenbelt is now participating in Bike to Work Day.

Loudoun County also had a very good Bike to Work Day. Loudoun is developing a list of priority bicycle projects. Loudoun schools are participating in the Safe Routes to School program.

Arlington continues to expand its bikeshare program in the Rosslyn-Ballston corridor. A six-year expansion plan is nearly complete. The County is also rolling out a bicycle and pedestrian wayfinding project with Toole Design. The County is also putting in a dozen HAWK signals over the next year, the first it has had. Under the I-395 overpass Joyce Street is being built, to connect Pentagon City and the Columbia Pike corridor. Extra width is being taken from the travel lanes and given to pedestrian and bicycle facilities. This project is part of the bridge redesign. Arlington is studying ways to promote bike culture.

WMATA opened its new College Park bike parking facility on May 15th. Use is being monitored, and is expected to grow as its availability becomes known. Gail Tait-Nouri has joined WMATA. She had been working on pedestrian access at New Carrollton. Improvements will also be made at Brookland. Three new bike stations will be added next year, at Alexandria, Vienna, and Franconia-Springfield.

Nat Bottigheimer, the Director of Long Range Planning, is leaving Metro; his last day is June 15th. He has been a big supporter of the bicycle program.

Mr. Meese thanked Tom Jacobs and the University of Maryland for hosting the meeting today.

The NCUTCD will meet at the end of June. If you wish to do an experiment, with an appointment you can get feedback from this committee.

Montgomery County has received a grant from Maryland for bike sharing, which will be added to Takoma Park, Silver Spring, Friendship Heights, and Bethesda. Montgomery County will replace Ms. Tait-Nouri. The bikesharing grant is stimulating interest in developing bicycle facilities. The pedestrian safety program will be funded at a higher level this year than last year.

4. Innovative Techniques in Traffic Data Gathering

Mr. Jacobs spoke to a hand-out on the University of Maryland Center for Advanced Transportation Technology's programs. The center is housed in an old NSA building, but there are other facilities elsewhere on campus and in Greenbelt. The center was founded in 1997.

The lab has ten full-time staff, which collect data and develop various methods of analyzing and visualizing it. CAPWIN provides information for public safety and transportation personnel, and enables them to share information. MATOC is a program designed to help with regional incident information sharing.

RITIS is a data fusion engine which takes in transportation data from various sources, including transit data, and makes it available to various users, including traveler information sites. No pedestrian or bike data is included. Public agencies can get access to RITIS if they sign an access policy.

VDOT would like to be able to show comparisons between travel time on bicycle facilities and travel time on adjacent roads and freeways. One possibility is to use cell phones to capture locations, get link time between those points, and derive speed and travel time for pedestrians and bicyclists.

There is a shortage of data, especially real-time data, on pedestrian and bicycle trips. There is especially a need for 24-hour data, not just annual counts.

Mr. Goodman noted that Arlington now has automated bicycle and pedestrian counters which can provide real-time data, which is posted on the bikearlington web site. Mr. Jacobs expressed interest in integrating that data.

The lab does not do a lot of work relating to walking and biking, but one student recently developed a trip planner to combine WMATA and Capital Bikeshare trip planning. Right now it just shows Metrorail and Capital Bikeshare, but it could be expanded to include bus service.

5. Adopted Regional Complete Streets Policy and Follow-On Actions

Mr. Farrell briefed the Subcommittee on the Complete Streets policy adopted by the TPB on May 16, discussed things that have changed since the last time the Subcommittee was briefed on the draft policy, and discussed follow-on actions.

There was a lot of back and forth between the TPB Technical Committee and the Citizens Advisory Committee on whether or not there should be a regional Complete Streets policy. The adopted policy statement is something everyone was able to support. The TPB endorses the concept of Complete Streets and encourages its member jurisdictions to adopt their own policies,

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using the attached template as a model.

The policy provides that within 120 days a survey shall be conducted of the TPB member jurisdictions on their Complete Streets policies. Mr. Farrell will share a draft with the Subcommittee in July, and after that send it out.

The TPB member jurisdictions are also to update the regional database of bicycle and pedestrian projects within 120 days. This is a more substantial work item. The database needed to be updated in any case in order to update the regional Bicycle and Pedestrian Plan. The database is intended to be a comprehensive list of all significant bicycle and pedestrian projects in local, State, and agency plans, both funded and unfunded. Mr. Farrell will follow up with individuals on the Subcommittee on getting their agency's projects updated, and re-send the log in and password, which have not changed. The database helps give us performance measures, showing the rate at which pedestrian and bicycle facilities are being built, and the type of projects being built.

VDOT has the most projects. The agency administering the project should input the data, so we will need to be careful to avoid entering duplicate projects. VDOT funds projects which end up being administered by the Counties. The administering agency should be the "lead agency" in the database. Mr. Farrell said that cost estimates are not necessary, and they are in any case intended to be planning-level estimates, not necessarily accurate for any particular facilities. We want to know what is planned, what is being built, how many miles of facilities have been built, and how fast they are being built. The time horizon is 30 years, so many planned projects will not have cost estimates. It's not a fiscally constrained six-year plan. Mr. Farrell had these conversations with Ms. Allahdoust.

Mr. Farrell said that if you give me a project with no cost estimate attached, he will impute a cost to it based on the mileage.

Within two years, implementation of jurisdictional (not regional) Complete Streets policies will be documented in the TIP, using the attached TIP project description form.

Within six months we are to sponsor a seminar on Complete Streets implementation.

6. Other TPB Program Updates

The Street Smart Spring wave has been completed. The press event happened on March 28th in District Heights, MD.

Moving forward, we have issued an RFP on May 7th for a new consultant for FY 2013. The incumbent is bidding. Ten people representing five consultants came the Q&A session on May 28th. COG is now contributing \$62k out of the COG dues. Major funding agencies will be invited to participate in the selection committee. We would like to award the contract by mid-

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September. Submissions are due June 5th. McAndrew Company was originally hired by Montgomery County, and we picked it up from then. The contract has been re-bid twice, and McAdnrew Company won both times, after interviews and serious discussions. It was competitive. The selection committee discusses and scores the proposals. The contract runs for one year, but is normally extended for an additional year, and is re-bid after either three, four, or at most five years. It has been five years since the last re-bid.

We should try to bring the top priority unfunded bicycle and pedestrian project list up to date by July. Bike to Work Day had 12,700 registrants, another record. The weather was good.

Mr. Koopman suggested that going forward with Bike to Work Day we should try to reach out to minority communities.

Mr. Orleans asked why there were so many exemptions in the Complete Streets template and TIP sheet. Mr. Farrell replied that these are not exemptions to our regional policy, but exemption that we anticipate will be included in jurisdictional policies. The public will be able to tell whether or not a project advances the jurisdiction's Complete Streets policy, and if not, which exemption is being claimed. It will also provide web links to project web sites, where the public can obtain more detailed information, which will enable members of the public to either dispute or confirm the agency's use of a particular exemption.

7. Adjourned to Tour the WMATA Bike N' Ride Facility

The group walked to the WMATA Bike 'N Ride facility in the first floor of the College Park Metro Station parking garage. Ms. Haldeman demonstrated how the facility worked, and showed the different types of bike racks being tested inside. Racks are double-decker, for extra storage capacity. The facility is card-accessed, with a low hourly charge for users. Bicyclists lock their bicycles to racks inside, providing a second layer of security. There are cameras that monitor the facility, and each access card can be traced to a specific user.