

# 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, July 16, 2019

**TIME:** 1:00 p.m.

**PLACE:** Room 1, First Floor  
777 North Capitol Street NE  
Washington, DC 20002

**CHAIR:** George Branyan, DDOT

**VICE-  
CHAIRS:**

Jeff Dunckel, Montgomery County Department of Transportation  
Cindy Engelhart, VDOT  
Jamie Carrington, WMATA

#### **Attendance:**

Fatemeh Allahdoust	VDOT/NOVA
Sam Burns	Prince William County DOT
James Carrington	WMATA (by phone)
Jeff Dunckel	Maryland Highway Safety Office
Naomi Fireman	USFWS (DOT)
Laurel Hammig	National Park Service
Katie Harris	WABA
Andrea Lasker	Prince George's County (by phone)
Joe Kelley	Frederick County
Karyn McAlister	DDOT
David Patton	Arlington
George Phillips	Prince William County DOT
Debbie Spiliotopoulos	NVRC
Kenna Swift	Sherry Matthews Marketing
John Thomas	Montgomery County DOT (by phone)

**Bicycle and Pedestrian Subcommittee**  
**Notes from the July 16, 2019 Meeting**  
Page 2

John Wetmore

Perils for Pedestrians

**COG Staff Attendance:**

Stacy Cook  
Michael Farrell  
Charlene Howard  
Andrew Meese  
Jon Schermann

**1. General Introductions.**

Mr. Dunckel chaired the meeting.

**2. Review of the May 21 Meeting Notes**

Minutes were approved, with a couple of edits. Karyn McAlister called in to the May meeting.

**3. Jurisdictional Updates**

DDOT is using new materials for its protected lanes, including wood timbers from trees felled by the urban forestry department. DDOT is using square guard rails in areas with many pedestrians. A third new product is call K71, which are larger, more durable flexposts. DDOT is installing floating bus lanes on 14<sup>th</sup> Street, as well as bus/bike lanes on H/I Streets. All new crosswalks with be high visibility.

In the CBD you can't ride your bike on the sidewalk. DDOT will be using a stencil on the curb ramps in the CBD to tell people to dismount, along with some other public awareness measures.

The company Curbflow will removed parking and dedicate those spaces for commercial drop off and pick up. You can reserve through the app or with a concierge on site. This study will be launched in August.

Mr. Farrell asked if the standard guardrails could be replaced, on existing sidewalks, with the square box guardrails. The standard guardrails have sharp edges. Ms. McCalister asked for the locations.

Ms. McAlister will send out links after the meeting describing some of the new treatments.

PWC is in the process for updating its comprehensive plan. It will refine and add new bike trails, not only along roadways but between them. The small areas plans will enhance walkability. Prince William County is also coordinating with COG on the expansion of the National Capital Trail.

**Bicycle and Pedestrian Subcommittee**  
**Notes from the July 16, 2019 Meeting**  
Page 3

Frederick County is working on changing shoulders into bike lanes. To connect to the National Capital Trail network the County will put a cycle track along New Design Road. The County is experimenting with longitudinal rumble strips to protect bicyclists on shoulders. The County has applied for grant money for the rail trail from Fredericksburg to Walkersville.

Joe Kelley started with the County in November.

Mr. Wetmore will interview the chair of the AASHTO active transportation council. The council will have voting power on the new green book. Reasons to be optimistic.

Mr. Patton said that the Arlington County Board is meeting today to consider a Vision Zero resolution, which will probably direct staff to do something. The County has also adopted a new bike plan. The County also received a Governors highway safety award for its bike and ped activities. Micromobility is an ongoing challenge; the County must adopt an ordinance by the end of the year, before state law supercedes it. Jeff Davis Highway is now renamed Richmond Highway in the County. Army-Navy Drive is being redesigned with a cycle track and complete streets treatment. Amazon is driving a lot of this activity.

WMATA is taking another look at bicycle and pedestrian facilities on its stations. Please send suggestions to Jamie Carrington. This is not the COG station area study. The purpose of this study is to make sure that WMATA is not lagging behind what the jurisdictions are doing.

The WMATA project will focus on the routes for pedestrians and bicyclists, not bike parking, with an emphasis on quick fixes. Ms. McAlister suggested that since people can bring bikes on the trains anytime, could WMATA look into putting bike troughs next to the stairs, so people could take the stairs with their bikes instead of the elevators? Mr. Carrington replied that WMATA would look at that.

Mr. Wetmore said that the pedestrian wayfinding around Metro stations was lacking, including marking entries. Mr. Carrington said that the real estate office was looking at that issue. Mr. Wetmore suggested putting big M's over the doorway. Another issue is that Google maps puts the station locations at the center of the platform, not at the station entrances, which is more relevant.

Prince George's County is moving a Vision Zero initiative forward, and will have a press event. The County is recruiting a replacement for Karyn McAlister.

The Northern Virginia Regional Commission is hosting a walking safety summit on June 4. The ShareVAroads pocket guide is being updated. The East Coast Greenway is looking for resolutions supporting signing the East Coast Greenway along VDOT facilities. COG might be able to help with that.

Maryland's six month fatality numbers for pedestrians and bicyclists are down from last year.

**Bicycle and Pedestrian Subcommittee**  
**Notes from the July 16, 2019 Meeting**  
Page 4

Last year Maryland had a terrible year. Montgomery and Prince George's Counties have both seen reductions.

Maryland does examine fatality causes. This could be a topic for the September bike ped meeting. The crash reports could be used to reconstruct the causes of the fatalities. Not just the automated system, which is very abbreviated. Once these cases are adjudicated the State can get very good data from the police, which is the basis for the in-depth analysis which the State is doing for fatal crashes.

Mr. Schermann asked if Mr. Dunckel could present to the Safety Subcommittee. October would be best for that.

Mr. Farrell asked what East Coast Greenway wants. ECG wants routefinding signs on routes to connect trail segments. Mr. Farrell suggested that she follow up on line. Maybe a TPB resolution would help. The proposed route could also be included in the Bicycle and Pedestrian Plan.

The ITE curbside management guide had been released. We had hoped to get a presentation on it at this meeting but the presenter had to cancel due to demands from a paying client.

#### **4. Expansion of the National Capital Trail - Update**

Mr. Farrell said that we were in pretty good shape, except in Loudoun, for which we don't have any hard information, just text descriptions. We need more than just a list of names of facilities, we need GIS layers, and width, paving, etc, so we can apply the selection criteria. Also in Prince William County we're missing some data on the parks side. Mr. Phillips promised to follow up.

Ms. Howard noted that this effort will also help the update of the bicycle and pedestrian plan. If you give us a file with all the information in a GIS file, then we can merge that with the bicycle and pedestrian database from the bicycle and pedestrian plan, which will save a lot of time creating a GIS layer to match each project in the database.

Ms. Engelhart is out on sick leave. Ms. Allahdoust promised to send a GIS contact for VDOT.

The National Capital Trails Network is a regional trails plan, and it is meant to be selective. The Bicycle and Pedestrian Plan is the almost-everything plan. It's not prioritized. The National Capital Trail is a small subset of the projects in the Bicycle and Pedestrian Plan.

The priority now, coming from the TPB, is to finish the National Capital Trail. However, the data gathering for the National Capital Trail will help us update the Bicycle and Pedestrian Plan. For example, Frederick gave us all their data, but flagged the National Capital Trail projects.

**Bicycle and Pedestrian Subcommittee**  
**Notes from the July 16, 2019 Meeting**  
Page 5

Mr. Farrell said that his goal was to have a map by the September meeting for this Subcommittee to review and approve. The National Capital Trail will be used to prioritize TLC and TAP funds. For example, the C&O Towpath will be part of the National Capital Trail. It's been under consideration for funding, but it is not yet part of the National Capital Trail, so the application couldn't be given those points. Ms. Howard said that it would be easiest to give us all the data now. All the selection criteria are posted on the Subcommittee documents for the May meeting.

The Capital Trails Coalition has a map on their web site covering the central jurisdictions, not the outer jurisdictions. We need to expand the network to those jurisdictions.

We'll figure out duplicate data that we receive from VDOT and the Counties.

## **5. Regional Roadway Safety Update**

Mr. Schermann spoke to a powerpoint.

This subcommittee has been briefed on the highway safety targets, and mentioned this study, which is now underway. We have selected a contractor, the Cambridge Systematics team, from among nine bidders. The project kick-off meeting was on June 26. We want to know what is behind the observed safety outcomes. Each state has been working on that, but we haven't done that analysis from a regional lens. We want to know where the crashes are located on our regional network. The goal is to determine which projects, programs and policies would be most effective at mitigating the problem, especially things that the TPB can do. It can also inform the activities of the Safety Subcommittee and the Street Smart campaign.

We want to know which locations are over-represented in crashes.

There will be a benchmark peer evaluation looking at three other Metro areas, a data gathering and analysis effort, and a final report. The time line calls for completion within one year.

Mr. Dunckel added that fatalities were rarely attributable to a single cause.

Crash information is coming from the States.

We'll also look at land use and demographic data, and road use characteristics.

At the most fine level of detail we'll look at sites that might benefit from safety treatments, whether because they've had crashes, or based on geometric characteristics.

The end product will be a final report and powerpoint with the study's findings.

TPB will be briefed frequently on safety over the next year, due to the federal mandate for safety

targets.

There may be follow-on funded safety efforts after this study is completed.

Data comparisons across states pose challenges.

We'll get the data from the States, not from the police reports. We won't be able to do quality control on the information we get from the States.

## **6. Street Smart and Baltimore's "Look Alive" Pedestrian Safety Campaigns**

Mr. Farrell did a brief overview of the Spring Street Smart Pedestrian and Bicycle Safety campaign, including new activities such as the Virtual Reality training events. College campuses, mall, street fairs are good locations. There is a screen for passersby to watch. MDOT sponsored additional events outside the Street Smart budget. Some of the outdoor events were rained out. At the Nationals event the tent broke, but not before the event got some good press.

You can contract directly with the vendor. A four hour event costs \$5,000. You have to get the venue and the permits.

Mr. Dunckel said that Maryland would be funding more such events.

Kenna Swift said that these events are far more immersive and interactive than passing out flyers. There was skepticism of these events at first, especially with the original price tag of \$15,000. But with the host doing more of the work we've been able to get it down to \$5,000.

Enforcement activations have also been effective. These schedule enforcement events are press-friendly, a good place for TV to get footage.

The Annual Report will be available at the end of September.

Since we have more money this time around, in the Fall we will be running some testimonial videos, which can be used for television and internet advertising. It could also work with other campaigns. The Federal Fiscal Year starts October 1<sup>st</sup>.

We are working Alexandria Families for Safer Streets, among others.

Street Smart can also lead to safety projects being built. It's a way for the host jurisdiction for the press event to be able to either highlight good work, or call attention to an area that needs work. Prince William County has done some safety improvements at an intersection which was the location for a previous press event.

**Bicycle and Pedestrian Subcommittee**  
**Notes from the July 16, 2019 Meeting**  
Page 7

Motorists are required to come to a full stop, even at locations where they are allowed to turn right on red.

Ms. Allahdoust suggested adding practical advice to these testimonial videos.

“Look Alive” is the Baltimore version of Street Smart, also funded by MHSO.

“Street Smart” was not a good tag line for Baltimore, since it carries implications of criminal violence. The Baltimore campaign is more humorous, featuring “Signal Woman”.

Baltimore was more focused on pedestrian behavior than driver behavior, based in part on focus group feedback, and partly on the mechanics of “signal woman’s” interactions with people. Then next iteration will include more driver messages.

Mr. Dunckel said that he and the Baltimore people were happy with the campaign.

Mr. Farrell noted that the advocates in DC often criticize Street Smart as being anti-pedestrian. However, Street Smart is more balanced than Look Alive. However, it’s the first year, budget is limited, and there will be an opportunity to add more driver messages later.

At some point the Washington region will move on from Shattered Lives. We kept Tired Faces for five years, because it was effective. However, we will keep an eye on Look Alive, and see what could be adapted for the Washington region. Mr. Dunckel said that a single statewide campaign was not a necessity, though it might provide some economies of scale.

## **7. Other TPB Program Updates**

- **Maryland TAP project recommendations**

TPB left a lot of money until next year because of new rules against partial funding. We had a huge project on the C&O towpath which we didn’t fund, and then some small projects about which we had some concerns and didn’t fund. So there will be more funds available next year.

- **May 30 Dockless Workshop Results**

It was well attended. Results can be viewed on the web site.

- **Car Free Day September 21-23**

- **Governor Harry Nice Bridge**

**Bicycle and Pedestrian Subcommittee**  
**Notes from the July 16, 2019 Meeting**  
Page 8

TPB will consider making a change to the TIP to allow the use of certain federal financing for the project.

- **Station Access Area Study**

Ms. Howard is working on a real network analysis for these stations, to determine actual walking distances. Not just straight-line distance. The network will show streets, whether or not they have sidewalks. Pedestrian-only access is flagged in the network. A ped bridge should be included. Information on this project is available on the transportation data clearinghouse. Mr. Farrell asked Ms. Howard to send him a link, which he could forward to the Subcommittee.

### **8. Announcements**

Frederick is holding League Cycling Instructor classes. The Great American Rail Trail, which will go across the country, starting on the Mall in DC, has been announced by Rails to Trails.

**Adjourned**