

VA Statewide Bicycle and Pedestrian Advisory Committee Fall Meeting Notes
October 22, 2014
10:00am to 2:00pm

Attendees:

Dan Painter, VDOT-Culpeper
Alex Painter, Guest
Paul Grasewicz, VDOT
Fateme Allahdoust, VDOT-NOVA
Joe Morgan, VBF/East Coast Greenway
Kelly Hitchcock, Central VA MPO
Howard Albers, Fairfax Advocates for Better Bicycling
Champe Burnley, VBF
Cindy Engelhart, VDOT
Allen Knapp, VDH
Jerry King, Alexandria BPAC
Jim Durham, Alexandria BPAC
Hillary Poole, City of Alexandria
Charlie Strunk, Fairfax
Sulabh Aryal, Richmond MPO
Kevin Jones, FHWA
Mack Frost, FHWA
Bud Vye, RABA
Terry Short, VDOT- Staunton
Allen Turnbull, BikeWalk Williamsburg
Jennifer Wampler, DCR
John Bolecek, VDOT
Rachel Jordan, BikeWalk RVA, Sportsbackers
Wayne Wilcox, Virginia Beach
Brantley Tyndall, Sportsbackers

Status of Bicycle and Pedestrian projects at VDOT – John Bolecek

- The Pedestrian Policy Plan was completed and is available online here:
http://www.virginiadot.org/programs/bicycling_and_walking/pedestrian_policy_plan.asp
- The Beaches to Bluegrass draft plan is online and available for comment until Nov. 15 here:
http://www.dcr.virginia.gov/recreational_planning/trailb2b.shtml
- Allen Turnbull led a group on the inaugural tour of the on road Beaches to Bluegrass Route from Danville to Lawrenceville. He mentioned that Buffalo Springs is great connector.
- Design for Southeast High-speed rail greenway study is underway.
- Michael Todd from DRPT has taken another job. A new hire from DRPT will replace him on this committee.
- The NOVA US Bike Route 1 Study has been finalized.
 - The AASHTO application was submitted.
 - The signage plan was reviewed by NOVA Traffic engineering.
 - The routing needs to be approved by the AASHTO routing committee.

- The goal is to fully sign when funding in place.
- The study includes a cost estimate.
- There are 838 miles of U.S. Bike Routes in VA.
- **Action Item:** John will inquire about cost estimates and begin discussion of possible public/private partnership and will find out how to accept donations. Kelly Hitchcock will send information on how it was done in Lynchburg.
- Champe reported that Maryland submitted an AASHTO U.S. Bike Route application from Harpers Ferry to Front Royal, MD for U.S. Bicycle Route 11.
- Joe Morgan reported signage at 83% for Bike Route 76 in the New River Valley PDC.
- A GIS Assessment of map of sidewalk gaps will be moved to the 2015 work program.
- 40 people going to Arlington for technical design trip next Tuesday to showcase innovative bike/ped treatments (green paint, bike signals, count program, road diets, transit-oriented development, and the transportation demand management program. Arlington controls their secondary roads.

FHWA's Safer People, Safer Streets Update – Mack Frost

- Mack Frost from the FHWA Division office gave a presentation on U.S. DOT's Pedestrian & Bicycle Safety Initiative.
- FTA will be the lead agency for the on the ground assessment that will be held in Virginia.
- The goal is to see best practices, understand conflict points, identify issues and integrate bike/ped safety into planning.
- Policy and decision makers are intended target audience so investment decisions are affected.
- Documentation will be made available on all the assessments and a report will be written for each.

Updates on Committee's Top 5 technical concerns:

1. High-priority shoulders
 - Per the work plan John will forward maintenance staff recommendations on shoulder wedging priorities along U.S. Bike Routes.
 - John reiterated previous calls for shoulder wedging recommendations along U.S. Bike Routes
 - A potential VDOT performance management edict was submitted to work with local governments to provide bike/ped improvements where possible. The suggestion was that for each new project in the 6-year plan, BPAC should review project and provide notes to the designer.
2. Maintenance payments—no update
 - **Recommendation passed with BPAC consensus:** Maintenance funding should not be reduced when cities and towns implement a road diet, the funding level should stay at the same number of lane miles.
 - **Recommendation passed with BPAC consensus:** Ask for internal audit to see if VDOT and localities are complying with the 2004 Policy and list ways to improve compliance.
 - **Action item:** John will draft appropriate language for both recommendations and include them in the appendix of these notes.

- **Action item:** John Bolecek will share both recommendations with leadership of the Transportation and Mobility Planning Division.
3. Sweeping bike lanes/snow clearing
 - Charlie reported there will be no snow summit. Briefing for elected officials, winter maintenance workshop is a possibility.
 4. Urban Standards
 - NACTO is recognized in VDOT's road design manual.
 - Some form of cycle track will be used on Virginia Capital Trail in the City of Richmond along Dock Street.
 5. Limited access policy
 - Report from research council has been finalized.
 - They are working to set up an implementation team.
 - A policy will allow educated decisions. Objective set of criteria will be used to review existing limited access roadways. Speed, shoulder width, wind buffering are some of the criteria for evaluation that may allow removal of bike prohibited signage.

Bicycle and Pedestrian Data Discussion – Alec Gosse

- Alec Gosse, of Commonwealth Computer Research facilitated the discussion.
- Alec developed a model that estimates bicycle volumes. It was used in Charlottesville and based on manual bicycle counts.
- The main question we are trying to answer is “How to turn counts into network-wide estimates”.
- Arlington has 35 infra-red counters with inductive loop (infra-red counts everyone, inductive loop counts cyclists). All but one are Eco Counters.
- Ultimate goal is to have all this information in a clearinghouse at Council of Governments or Portland State University.
- Peak of 10,000 cyclists and pedestrians crossing Key Bridge daily though average is around 6000.
- For a separate bike and ped count, costs around \$6,000 a unit.
- They require maintenance if spiders build a nest.
- VDOT state funding has been used for video counters.
- New River Valley using three counters.
- Alexandria noted Myovision is easy to set up and inexpensive and they also have EcoCounter, but need approval from NPS to install on Mt. Vernon trail.
- Strava data is self-selecting group focuses on recreational rides. Can provide node wait times, view actual path of travel (desire lines). Costs around \$18K for data for state.
- True count data—represents everything that passes a given point.
- App data also exists (i.e. San Francisco, Charlottesville).
- Bluetooth data—tracked data, tells how long it took to get from one point to another, volumes.
- National Bicycle and Pedestrian Documentation Project—Rachel Jordan from Sportsbackers organized 150 volunteers to count around metro Richmond. They picked certain intersections

and use 4 counting days each year. Richmond doing May and Sept. dates to track trends and tailor where Sportsbackers advocates for improvements and needs data to support their effort.

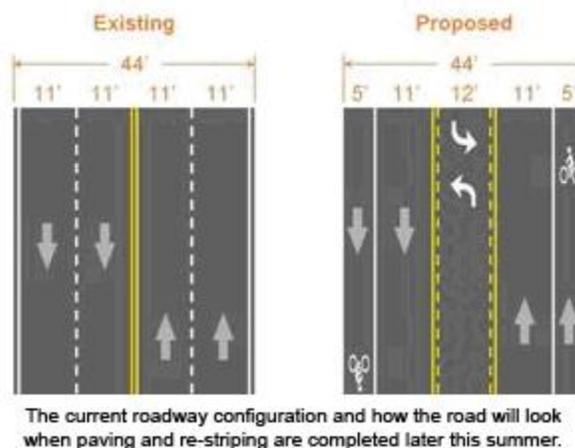
- National Traffic Monitoring System (TMS) data moving forward, going to include short duration counts.
- Model factors include: time, seasonality, weather (precipitation, temperature), peak factors if you use whole city data, a good algorithm can fit all parameters, can derive average annual value even if it was never observed, derive overall trend (also not directly observable). Provides means to determine latent demand on all streets. Base mapping data is open street data. Use that, counts and routes to use the model, which is an algorithm. National data format goes online in 2016.
- National non-motorized toolkit. Chapter 7 of Traffic monitoring guide defines the specifications for the project.
- **Action item:** John will consult with VDOT's Traffic Engineering Division and Virginia Center for Transportation Innovation and Research and will develop an action plan for standardizing count data storage in Virginia.

Appendix A:

Recommendations from the Statewide Bicycle and Pedestrian Advisory Committee 10/22:

1. That the Commonwealth seek action to administratively or legislatively to prevent the loss of funding that occurs when a city or town removes a lane to improve the operations of the roadway by repurposing a travel lane to add either a bicycle lane or turning lanes. The motion does not ask for bicycle lanes to be counted as travel lanes for purposes of maintenance payments, simply that cities' maintenance payments would remain the same if they implemented new road diets.

An example of a road diet completed on a VDOT road in Fairfax County is shown below:



2. That the Commonwealth conduct an evaluation of both VDOT and localities compliance with the 2004 Commonwealth Transportation Board's *Policy for the Integration of Bicycle and Pedestrian Accommodation*. This evaluation should attempt to answer the following questions:

1. How have VDOT and localities complied with the 2004 CTB Policy for each of aspect of the implementation?
2. What aspects need improvement?
3. What are the steps VDOT and localities should take to improve and continue implementation of the 2004 CTB Policy?