

TCNMT meeting minutes
Tuesday, June 4th, 2013
Bozeman, Montana
11 am-5pm

Attendees: Eric Glick, Scott Woodrum, Jim McDonnell, Jameelah Hayes, Ray Derr, Tony Laird, Ron Effland, Greg Lippincott, Fred Dock, Barb Solberg, Jerry Stanley, Richard Kuzmyak, Jerrod Stanley, Theo Petrisch, Ginny Sullivan

New Appointments

Eric Glick resigned as Chair. Scott Woodrum, Vice Chair, is the new Chair.

Tony Laird, WY is the new Vice Chair.

Discussion

What could be included in the next AASHTO Bike Guide? Currently it does not include bicycle signal heads, bike boxes, or cycle tracks. All of these are mentioned in the NACTO Bike Guide. There was some discussion on including these as well as green lanes into the Bike Guide. Do we want a five year or six year cycle for the Bike Guide? Ray Derr mentioned a need has to been shown for NCHRP to change cycle. The consensus was to shoot for a 2018/2019 Bike Guide. There was some discussion on incorporating other NCHRP proposals into the Bike Guide to make it one big project. The TRB Safety Evaluation of On-Street Bikeway Designs proposal is one that may get rolled into the Bike Guide. The updated Bike Guide needs a new research statement. Greg Lippincott and Ron Effland volunteered to develop the research statement.

There was a little discussion on AASHTO paperless manuals. AASHTO has web based documents that can be downloaded and printed. There was no consensus on making this an option for the Bike Guide.

Cycle tracks were discussed. Organizations are a little concerned about putting a stamp on cycle tracks because they are so new and still have a lot of kinks to work out. There is no current technical guidance on cycle tracks. An NCHRP 20-7 project on Cycle Tracks was submitted but not funded during the last submittal cycle. It was recommended to modify the proposal and resubmit it; Scott offered to take the lead. Scott will work with Jamie Parks of TRB Bike Committee.

Clarification was asked about the ability to increase the slope/grade above five percent. Currently there is no guidance when you go steeper. In most cases pedestrians are also using the path which is the reason five percent is recommended as the maximum. Mitigation practices are available on page 5-16 when you have to go over five percent. On some terrains going over five percent is unavoidable.

Ray Derr suggested the committee submit panel recommendations for the NCHRP 20-7 project 350 on Bike Signage that was submitted by SCOTE.

NCHRP updates

- **15-45: Prepare update of the AASHTO Pedestrian Guide**
 - Definitions are about 20 pages currently
 - Is there a need to include specifics about CRF? Current plan is to refer to HCM CRF in sidebars
 - Thinking about splitting chapter 3 into two chapters
 - Crossing design may become its own chapter
 - PROWAG discrepancy about paved shoulder as pedestrian use will be sorted out before completion
 - Ray Derr mentioned that updating the Traffic Signal Timing Manual project may need to be referred to when completing the signal section
 - Will pedestrian signals for the handicap at multi-lane roundabouts be addressed in the Pedestrian Guide? Ray Derr mentioned that NCHRP 3-78B addresses this issue and will be underway soon.
- **07-17: [Methodology for evaluation of] Pedestrian and Bicycle Transportation [needs] along Existing Roads.**
 - Currently about 2/3rd underway. A draft methodology is being prepared.
 - Goal to finish in early 2014.
 - Research team has done a national survey for current usage metric
- **17-56: Development of Crash Reduction Factors for Uncontrolled Pedestrian Crossing Treatments**

- Project has two phases
- Goal is to be completed in October 2014
- Research panel struggled with number and type of treatments
- Consultant is gathering existing data
- CMF's will be integrated into HSM (crash defined as vehicle to pedestrian)

- **08-78: Estimating Bicycling and Walking for Planning and Project Development**

Richard Kuzmyak provided a visual outline on project status

-A question was asked about cellphone data use. The response was that cellphone data is used more in bicycle than in pedestrian, but no one has been able to decide how to use the data.

The committee will rank from 1-10 the TRB Bike and Pedestrian NCHRP proposals for consideration at the AASHTO Fall meeting.

The committee will submit NCHRP 20-7 projects for consideration at the AASHTO Fall meeting.