



National Capital Region
Transportation Planning Board

Technical Committee Minutes

For the meeting of
April 5, 2019

TRANSPORTATION PLANNING BOARD
Technical Committee Meeting

Minutes

1. Welcome and Approval of Minutes from the March 1, 2019 Technical Committee Meeting

2. Activities to Address Safety Challenges in The Region: District Department of Transportation (DDOT)

Mr. Schermann, TPB staff, briefly reviewed the events leading to the TPB's request for quarterly state DOT safety presentations. He then introduced Jonathan Rogers and Emily Dalphy from the Vision Zero Office of DDOT.

Mr. Rogers then spoke to a presentation on the District's safety program. The presentation included an overview of the offices and agencies responsible for safety within the District government, fatal and serious injury crash trends, the primary factors contributing to fatal crashes, and the actions underway to reduce fatalities and serious injuries.

The District of Columbia's Vision Zero Working Group is led by two Deputy Mayor's and includes representation from DDOT, the Metropolitan Police Department, the Department of Public Works, the Department of Motor Vehicles, DC Health, and the Department of For-Hire Vehicles. Annual fatalities have increased since 2015 while serious injuries have declined. The three behaviors associated with many of the fatal and serious injury crashes in the District are impaired driving, speeding, and failure to wear safety belts. Improving these behaviors is critical to reducing crashes and fatalities.

The District of Columbia has recently organized a multidisciplinary Major Crash Review Task Force to thoroughly review major crashes to identify what actions could have been taken that would have prevented or mitigated the crashes. Some of the preliminary findings include: 72 percent of the reviewed crashes occurred on multi-lane roadways after dark; speed was a contributing factor in 56 percent of reviewed crashes; and that impairment was a factor in half of the reviewed crashes.

Strategies for improving safety include enacting right turn on red prohibitions at 100 intersections in 2019, left turn hardening, neighborhood slow zones, leading pedestrian intervals (at more than 200 intersections so far), pedestrian scrambles at the busiest intersections, rectangular rapid flashing beacons, HAWK signals, and automatic traffic enforcement cameras.

Bob Brown, Loudoun County, asked if repeat offenders were identified as a problem in the analysis. Mr. Rogers noted that this is something that is expected to come out of the Task Force, especially since the Department of Motor Vehicles is involved in the reviews. Ms. Dalphy added that an app called "How's My Driving DC" has been developed that allows people to report those who are driving or parking badly. Analysis shows that many of vehicles reported have multiple violations associated with them.

Gary Erenrich, Montgomery County, asked if DC is tracking crashes of personal mobility devices like e-scooters. Ms. Dalphy responded that it depends on the extent of the crash. The dockless vehicle program is required to share data on crashes and DDOT is working on ways to better automate that process. Currently, a personal mobility device crash is coded (or re-coded) as a bicycle crash.

Ms. Dalphy responded to a question about enforcing the 20 mph speed limits by noting that it depends on the location, but most rely on engineering treatments or enforcement. In response to a question about engaging the public to report bad behavior by submitting photos, Ms. Dalphy noted that DDOT is looking at ways to better utilize the "How's My Driving DC app" to better engage the public. In response to a question about what limitations are in place with respect to use of enforcement cameras, Ms. Dalphy said that they are limited by their contract ceiling which is based

on financial constraints. Kanti Srikanth, TPB Director, then provided an overview of the overall vision for the three reports to the TPB by each DOT this year and noted that this presentation was consistent with that vision. He also noted that the material should be covered faster for the TPB.

3. Overview of The TPB's Community Leadership Institute

John Swanson, TPB staff, provided a briefing on the TPB's Community Leadership Institute (CLI), which is an educational program designed to help community leaders better understand how transportation decisions are made in the Washington region and how they can become more involved in the decision-making process. Later this spring, the TPB will host the 16th session of the CLI.

He shared that, the CLI is a three-part workshop in which participants learn how transportation decisions are made in this region and how community leaders can make a difference. He said that since the program began in 2006, the CLI has brought together nearly 300 participants from all of the TPB's member jurisdictions. Approximately 20-25 individuals are invited to each session. They typically represent organizations such as civic groups, local advisory boards, neighborhood associations, business organizations, and other advocacy interests.

Concluding, he noted the program is being revived after a three-year hiatus. The next session will be conducted this April and May, and a second round has been tentatively scheduled for the fall.

4. Federal Certification Review of The Transportation Planning Process for The National Capital Region

Lyn Erickson, TPB's Plan Coordination and Development Director, stated that every four years every large MPO goes through a federal review of the entire planning process. USDOT is conducting a new type of certification review where a risk-based approach is used to examine and certify MPO products and processes. She noted that the review began with a desk audit where a federal team analyzed all TPB planning products including the results of previous reviews which consisted of minor suggested areas of improvement. The second step is an on-site review which is scheduled for April 10-11.

Mrs. Erickson then distributed the finalized agenda for the 2-day on-site review. She noted that the review session was structured in a way to highlight targeted focus areas that the federal team would like to learn more about. In particular, they want to know how we conduct our processes, how we produce our products, and what benefits there are to members. She noted that there will be a webinar option with details provided on the certification review meeting page in case anyone from the Technical Committee wishes to participate. She mentioned that participation could be highly beneficial for members and agency staff to learn about the more particular details involved in federal expectations and how the MPO planning process works. There will be federal specialists from each subject area who perform this function around the nation and this will be a great opportunity to learn how other MPOs operate as well.

She then explained the Fredericksburg Area MPO's (FAMPO) role in the review process. Through an agreement, FAMPO is responsible for conducting the transportation planning process on behalf of the TPB in northern Stafford County. FAMPO processes and products were reviewed as well.

She concluded that after the review, the federal reps will use the content of the 2 day long discussions to develop their final report which due in June. USDOT staff will present the results to the TPB at its June meeting. Ms. Erickson then briefly addressed each subject area of the certification review agenda.

One of the requirements for the process is that there must be a public hearing held and this will take place during the Citizens Advisory Committee meeting.

5. Approval of Regional Bike to Work Day 2019 Proclamation

Nicholas Ramfos, TPB Transportation Operations Programs Director, briefed the committee on the status of the region's 2019 Bike to Work Day event. The event turned regional in 2001 and will be held on Friday, May 17th and is organized jointly between Commuter Connections and the Washington Area Bicyclist Association (WABA). The objective is to encourage commuters in the region to use bicycling as a clean, fun and healthy way to get to and from work. A participation goal has also been set by the Bike to Work Day Steering Committee which meets regularly to plan the event. Mr. Ramfos stated that the COG/TPB staff coordinates the event; however, there are scores of other individuals that are involved in putting on the event each year including local jurisdictions and private sector organizations.

Support for cyclists in the region includes WABA's cycling classes, the distribution of Commuter Connections bike to work guides and a record 115 pit stops. The Commuter Connections Guaranteed Ride Home program is also promoted to cyclists. "Commuter convoys" will also be organized through WABA volunteers at several of the pit stops and assist first-time bicyclists get comfortable with cycling to work. Commuter Connections has also introduced a Bicycle Route Finder that makes it simple for registered Commuter Connections account holders to find a route to and from work.

Event pit stops offer a variety of event freebies including food and prizes, bike maps and literature, bicycle raffles, tune-ups, and free t-shirts. The growth of the Bike to Work Day event by event registrants and number of pit stops was then shown in a graph. Unfortunately, the soggy weather leading up to Bike to Work Day last year as well as on the day of the event led to a lower registration and ultimate participation rate.

Bike to Work Day coincides with National Bike to Work week each year. There were 17,200 registrants in 2018 and the goal for 2018 is to reach 19,000. There was over \$50,000 received in corporate sponsorships for the 2019 event. The TPB will be asked to adopt a Bike to Work Day Proclamation during its April meeting.

Mr. Ramfos explained that employers get involved with bicycling through their support of the event. Commuter Connections helps to educate employers about bicycling benefits including reduced parking expenses and improving employee health and fitness benefits. Several employers host pit stops. Commuter Connections also holds an Employer Challenge that includes a random prize drawing of the top five employers with the most registered employees for the event. The winning employer receives a luncheon for its participating employees in the event and is also presented with an appreciation plaque. Employers support bicycling to work through the installation of bicycle racks, lockers and cages, and shower facilities. Some employers also offer a bicycling subsidy and Capital Bikeshare memberships for their employees.

A regional survey of event participants conducted every three years is part of the Commuter Connections regional TDM evaluation project analysis. The survey measures the impacts of event participation and the use of bicycles for commute travel before and after event. The last survey was administered in 2016 and there was a 21% response rate to the emailed survey. The results were used in the Commuter Connections TDM Analysis Report. Mr. Ramfos then shared some of the 2016 survey findings.

Mr. Ramfos explained that the Bike to Work Day event occurs rain or shine and that pit stop managers are encouraged to have a contingency plan to determine whether to cancel their local pit stop event based on inclement weather and that the prevailing message to commuters should be that they can still bicycle to work when it rains.

Also, WABA will be sending VIP invitations to formally invite elected officials to participate in the event. All the TPB members will be on the list and will be asked to RSVP to the pit stop of their choice. Some elected officials chose to attend more than one pit stop.

Regarding advertising, the event's web site address is www.biketoworkmetrodc.org and there are also Facebook and Twitter social media pages set up for the event. Other social media outlets may also be used to promote the event. Posters and "rack cards" are also available for employers, bicycle shops and others to use to promote the event. Event T-shirts are available for those that register by the deadline.

Concluding, Mr. Ramfos noted that corporate sponsorship dollars will be used to produce pit stop banners that can also serve to advertise the event in the community surrounding the pit stops and the additional social media outreach.

6. Visualize 2045 Initiatives: Land Use Development and The Purple Line, Part 1

Scott Rowe, Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Planning Department, provided an update on activities in support of the Purple Line under construction. His presentation was organized around: context, plans, policy/regulatory changes, new development activity, lessons learned and next steps. He displayed maps of the alignment and future anticipated growth and mentioned how the University of Maryland at College Park will be the ridership and economic driver of the system in the county. He then recapped the multiple supporting land use studies and plans conducted since 2003. The overall county plan for 2035 focused on growth and established a hierarchy of five types of land use around the stations: regional transit districts, local transit centers, neighborhood centers, campus centers, and town centers, and the types of growth and development planned and hoped for in each.

Mr. Rowe then went through each of the Purple Line station areas in turn, describing current characteristics and new development plans. Particular issues include concerns over displacement and gentrification. Much of the county has not experienced any significant development since the 1960s, and there is both a need for and concern over new development. Many of the station areas are designed for car use on a suburban layout and will need to be changed to promote transit-oriented development. He mentioned the 2017 complete and green streets standards policy and the 2019 housing affordability study as guiding county efforts. He mentioned issues regarding recent zoning changes as part of policy and regulatory changes being made, and the use that will be made of the recent \$2 million Federal Transit Administration grant for transit-oriented development planning in a collaborative effort led by the Purple Line Corridor Coalition. In his closing, he covered lessons learned in detail, including: stakeholder education and advocacy, leadership, the discretion of staff professionals, non-traditional partnerships such as non-profits, and how the Purple Line market is different at each end of the line, and then next steps that the department hopes to pursue.

Victor Weissberg, Prince Georges County, brought up and Mr. Rowe responded to recap how the design of the Riverdale Park station went through some changes: starting as an elevated station, then proposed at-grade to reduce costs, and finally after public outcry re-designed again as an elevated station with better neighborhood connections.

Mark Phillips, WMATA, asked about land use development opportunities at Metro stations and the lack of much development to date. Mr. Rowe responded that connecting property owners with incentives and promoting willingness to change is critical. He noted that current office space in the county is often not near transit, but that things are changing and there is considerable interest around both Metro and the Purple Line, as well as the university and federal agencies. Similarly, retail opportunities must have a critical mass of potential customers to be considered. He did note that some proposed uses near stations are not in accordance with transit oriented development goals, such as drive-through fast-food restaurants, and so these developments are discouraged.

Mr. Phillips also asked about housing affordability and protections for current residents. Mr. Rowe responded that this is a major concern. Connecting current property owners to capital for reinvestment is needed, through providing financing opportunities or other actions to enable continuation of affordability instead of pricing out tenants. The opportunities are there to maintain affordability but won't work if the market response is to only propose building or converting to high-price units. He noted that housing rents are often affordable in the county, but that the overall cost of living once transportation, food, and health care is included can be very high for residents, which the recent plan covers, and which is frequently discussed by elected officials and staff.

Bill Orleans asked about extending the Purple Line towards Largo. Mr. Rowe responded that the county's master transportation plan does discuss such a possibility, but he is not aware of any current efforts. There are denser communities in that direction that might be attractive to and well-served by transit.

Kanti Srikanth thanked Mr. Rowe for his presentation and reiterated to the committee how this is one example of work being done in the region to implement activities that fall under the TPB's Endorsed Initiatives.

7. Visualize 2045 Initiatives: Land Use Development and The Purple Line, Part 2

In a companion presentation to the immediately previous briefing, Robert Kronenberg and Katherine Mencarini, Maryland-National Capital Park and Planning Commission (M-NCPPC), Montgomery County Planning Department, provided an update on their activities in support of the Purple Line, which have been in progress for over ten years now. Mr. Kronenberg opened by reviewing the Purple Line stations in the county and gave an update on construction progress. He noted that many folks did not think the project would ever take place, but now that it's started there's a lot more interest and some twenty-year plans might take place in fifteen or even just ten years. But folks also want the roads, the schools, and other issues to be addressed, which is a challenge for planning.

Mr. Kronenberg then went into detail on the sector or area plans written for each station area and current development activity, starting with the Bethesda downtown. There has been a huge amount of recent activity there and staff are busy trying to keep track of it all. An interactive tool was developed to track the status or progress of development, including density, building height, and other parameters, to provide information to the public, and also estimate housing and parking impacts. He noted that there is a cap on the total allowed density, and so developers have to go buy density credits, which generates funds to preserve park land nearby. Some nineteen million dollars is expected, with the first payment of over five million just recently received. There's also a time limit to complete projects so that developers don't speculate by sitting on approved projects. Marriott moving in is bringing hotel expansion. At least 12.5% affordable housing is needed in residential developments, but some projects are coming in even higher. Mr. Kronenberg then moved on to Silver Spring, where one issue is that schools are at capacity and "under moratorium" which limits more development and is leading to senior or age-restricted housing proposals instead.

Ms. Mencarini then spoke to plans for the smaller area plans around Chevy Chase Lake and Lyttonsville. She described the details of developments in these areas, which have advanced rapidly once Purple Line construction actually started. The Lyttonsville area has a historic African-American history which requires special considerations, and the department is changing zoning to promote a more vibrant community. She mentioned Silver Spring area developers are also looking at Lyttonsville as well when more room is required for some business uses.

Mr. Kronenberg spoke to challenges in mitigating the effects of construction activity with communities and property owners and then closed with some pictures and descriptions of recent developments and current building construction. Weekly updates are now being provided by the major developments under construction, such as the Marriott project. This information is posted on the web and also goes out as a weekly e-mail blast so that all interested parties are more involved.

Ms. Mencarini noted that the planning process takes a long time, and that there is a high level of community involvement and of media exposure; people are very educated. Mr. Kronenberg noted how school impacts need to be considered, especially in the downtown areas as new multifamily units are being built. This is all part of community involvement, such as discussions of parking availability, especially as the county tries to promote alternatives to driving. The biggest successes in planning for the Purple Line have been in establishing connections to the communities in the areas around the stations, and in establishing partnerships with all the involved agencies.

In regard to transportation, the Bethesda station with connections between the Metro Red Line, the Purple Line, and plans for Bus Rapid Transit (BRT) will be a critical transit hub and new designs are being made to make transfer connections as easy as possible. The innovative design of the Silver Spring library was highlighted, with the future station co-located. In regard to affordable housing, the Lindley project at Chevy Chase Lake, a partnership with EYA, has 90% affordable housing and is the only project in the nation with affordable housing with no government assistance or subsidy required. They closed their picture tour with the Takoma Langley Transit Center, a bus hub alongside which a Purple Line station is being built; this area has not seen any significant development in decades, but they are optimistic this will come.

In the interests of meeting time, the chair asked that questions be deferred.

8. Visualize 2045 Initiatives: DDOT Bike Lanes Project

George Branyan, DDOT, manages the active transportation branch of his agency, which includes planning for bicycles, pedestrians and safe routes to school.

Mr. Branyan began in noting that DC now has a record population of 713,000 residents and that the last time the population was over 700,000 was 1975. Continuing he noted that the district's daytime population is 1 million and that walk, and transit mode shares are high. Specifically, he shared that 5% bike to work while 7.4% work from home noting that transit use is down but telework has seen a sharp increase. Overall, 51% of people walk, bike or take transit to work, one of the highest shares in the nation.

He shared that DC has 75 miles of standard bike lanes, and 10 miles of protected bike lanes with 2,500 bike racks, and 2,300 + bike share bikes. This now includes some electric bikes, which can be rented for a dollar extra.

He noted that, in the district there has been a strong correlation between the number of bike lanes and the amount of bicycling as measured by the American Community Survey. The introduction of Capital Bikeshare in summer of 2011 led to a bump in bicycling, the which is referred to as "summer of cycling." DC has achieved its bike commute share goal of 5% from the 2005 bicycle master plan.

Sustainable DC, the District of Columbia's major planning effort to make DC the most sustainable city, has set a goal of 75% of all trips by walk, bike, or transit by 2032, up from 51% now.

MoveDC, a collaborative effort, presented by DDOT to develop a bold new vision for the city's transportation future goals, include 61 miles of new trails, 68 miles of new cycle tracks, 100 miles of signed routes, and 83 miles of new standard bike lanes. In 2015 the organization incorporated a "bicycle element."

Mr. Branyan cautioned that there are challenges fitting bike lanes into the District, given traffic volumes and other demands on the space. Protected lanes, equity, network connectivity, degree of difficulty, existence of a prior study, inclusion in MoveDC, and anticipated degree of community support are all considered in prioritizing projects.

Protected lanes are safer and are perceived to be safer. They induce more ridership by attracting the more cautious riders, the "interested but concerned," which is a very large group. The protected cycle track on 15th Street has attracted large numbers of bicyclists. Cycle tracks also get bicyclists

off the sidewalks. Also, sidewalk riding has been completely eliminated from 15th Street and drivers like the separation and predictability that separation provides.

Additionally, DDOT is making a push to build more protected bike lanes, especially in the center of town where there is a high potential for more ridership. Some of the projects have experienced considerable opposition and have been modified as a result. 9th Street doesn't need two northbound lanes, so there is scope for taking away a travel lane. It's often politically easier to take away a travel lane than a parking lane. Planned intersection treatments include bike boxes and pocket lanes. Also, 60 miles of multi-use trails are currently in place with another 20 in planning, design, or construction. <https://www.dccycletrack.com/> has information on DC cycle tracks.

A question was raised regarding bicyclists and their interactions some-time collisions with pedestrians to which Mr. Branyan noted that on first street NE the MPD has does some enforcement to get bicyclists to stop for pedestrians and that with bicyclists there is a tendency not to want to stop since you lose momentum. The hill at Union Station has been identified as a location that experiences this issue. Currently, DDOT is preparing 18" X 18" warning signs and will take street teams out to these locations as part of Street Smart to engage with bicyclists as well as pedestrians.

Alternatively, speed humps are not recommended since they can create a hazard for bicyclists.

Mr. Branyan conclude in acknowledging that DDOT gets regular complaints on this issue and is continuing to work on it developing strategies to address this area of safety concern.

9. Update on FY 2020 Solicitations for The Transportation Alternatives Set Aside Program

John Swanson TPB staff, briefed the committee. He shared that under the federal Transportation Alternatives Set Aside (TA Set Aside) Program, the TPB is responsible for selecting projects using sub-allocated funding for Suburban Maryland, Northern Virginia, and the District of Columbia. For FY 2020, the solicitation period for applications for the District of Columbia is March 26 - May 17. The solicitation for Maryland will be April 15 - May 15. Pre-applications for Virginia are due on July 1.

Mr. Swanson noted that for the National Capital Region, the program offers an opportunity to support and enhance regional planning activities. At the direction of the TPB, our region's TA Set-Aside is framed as a complementary component of the TPB's Transportation Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions. Concluding he explained that past recipients of technical assistance through TLC are encouraged to consider seeking funding assistance through the TA Set-Aside Program.

10. Systems Performance, Operations and Technology Subcommittee (SPOTS) Outreach

Andrew Meese, TPB Systems Performance Planning Program Director, presented, referring to the memo that had been in the mailout materials. The memo explained the history of SPOTS, with evolving technology over the years, and that evolution is now leading TPB staff to plan a tour of one-on-one outreach site visit meetings, with or at SPOTS-involved jurisdictions and agencies. The outreach tour will include meeting with a wide number of jurisdictional/agency staff persons/subject matter experts involved who may not be able to attend SPOTS meetings; exploring how the SPOTS program can be most helpful; and site/field visits to increase TPB staff awareness of jurisdictional/agency deployments. In turn, this will help improve the quality of TPB's SPOTS-related regional planning. Site visits were anticipated to begin in April or May, with early host volunteers Arlington County and MDOT-SHA. Anyone needing more information was asked to contact Andrew Burke of TPB staff.

11. TPB Technical Committee Oversight: Subcommittee Missions and Membership Updates

This item was deferred to the next meeting of the technical committee due to time limitations.

12. Other Business

Street Smart Spring 2019 Campaign

Michael Farrell shared that Street Smart will have its Spring Kickoff event in Fairfax County on April 23rd

Electric Vehicle Roundtable at the Washington Auto Show

Dusan Vuksan shared that a special Climate, Energy and Environment Policy committee meeting took place at the Washington Auto Show on April 4th. The focus of the meeting was on the electric vehicle industry – government round table. More specifically the panel discussed challenges and opportunities.

Challenges include real estate, regulatory and equity issues. There are great opportunities for ride share and government fleets to be the leaders in electric vehicle utilization. Incentives, tax credits and dealership involvement were also discussed.

On-Call Planning Contract

Tim Canan announced that COG is issuing an RFP to procure consultant services for an on call planning contract.

DC Circulator Electric Bus and Charging Facility Tour

Matthew Gaskin announced that the COG Dept. of Environmental Planning held an electric bus workshop that had around 70 participants from around the region from various agencies. After the workshop participants toured the Electric Bus and Charging Facility Tour and where they received various live demonstrations. This was an example of the districts efforts to move people and maintain focus on sustainability at the same time.

Request for presentations on local projects which exemplify the seven endorsed initiatives

Lyn Erickson thanked members of the committee who have already provided information on the subject and encouraged members to continue considering subject matter and opportunities for presentations on local projects.

MDOT public workshops

Kari Snyder, MDOT, announced the agency will start of the new round of public workshops for the P3 NEPA study. There will be 8 sessions, 4 in Montgomery County and 4 in Prince George's where 7 alternates will be screened. She also provided a handout and invited members to attend any of the events. Also, more information can be found at <https://495-270-p3.com/>