



## 2012 REGIONAL BIKE TO WORK DAY: MAY 18

On April 18, TPB Chair Todd Turner signed a proclamation establishing Friday, May 18 as the 2012 Bike to Work Day in the Washington region.

The proclamation notes the positive impact that bicycle commuting can have on air quality, traffic congestion, and energy conservation, and it cites the benefits that bicycle commuting can have for employees and employers, through improved employee health and fitness and reduced commuting and parking costs. It also noted the support for bicycle commuting that employers now provide through shower and bicycle parking facilities, as well as commuter benefits

to defray the costs of purchasing and maintaining a bicycle for commuting purposes.

Bike to Work Day has been held annually in the Washington metropolitan region with a main rallying point, or “pit stop”, in downtown Washington for well over ten years. In September 2000, the TPB’s Commuter Connections program partnered with the Washington Area Bicyclist Association (WABA) to form a regional Bike to Work Day Steering Committee that examined the feasibility of adding more Bike to Work Day pit stops throughout the region, thus creating greater awareness of



*(Continued on page 4)*

## TPB DISCUSSES DRAFT COMPLETE STREETS POLICY

At its meeting on April 18, the TPB received a briefing on the Draft Complete Streets Policy for the Washington Region. In June 2011, the TPB’s Citizens Advisory Committee (CAC) requested that the TPB develop and approve a regional policy on Complete Streets. The TPB’s Bicycle and Pedestrian Subcommittee has taken the lead on developing the policy and has worked with the CAC, the Access for All Advisory Committee, the Regional Bus Subcommittee, and the TPB’s Technical Committee.

Based on feedback from TPB members at the March TPB meeting and from the TPB’s Citizens Advisory Committee, staff has proposed a complete streets document that contains three parts:

- The Complete Streets Policy for the Washington Region,
- Attachment A: Complete Streets Guidance and Policy Template, and
- Attachment B: Draft TIP Project Description Form.

*(Continued on page 5)*

### Upcoming meetings and items of interest:

#### TPB Meeting, May 16

- Approval of Regional Complete Streets Policy
- Briefing on Household Travel Characteristics and Behavior in Seven Focused Geographic Subareas of the Region

### Inside this issue of TPB news:

- 2 TPB Recognizes Citizen Leaders
- 3 TPB Briefed on Proposal to Toll I-95 in Virginia
- 2 Other April Agenda Items
- 4 Upcoming May Agenda Items

## TPB RECOGNIZES CITIZEN LEADERS

“When I was first appointed to the TPB, I participated in the Community Leadership Institute program,” said TPB Chair and City of Bowie Councilmember Todd Turner, as he recognized several recent graduates of the ninth session of the TPB’s Community Leadership Institute (CLI), held on March 29 and 31. He continued by adding that the CLI “was very informative to me as a new board member.”

Turner said he appreciated the opportunity to speak to the CLI participants on the first evening of the session and tell them about his experience with the workshop and serving on the TPB. He invited CLI graduate Tracy Loh to say a few words to the TPB about her experience with the CLI.

Loh said the CLI was valuable and added that “it’s really rare to have a space created to have a conversation about regional planning and to learn how the transportation funding and planning process works.” She said of her cohort that “even though we came from different places in the region, represent different perspectives, and maybe use different modes, we shared the same priorities with regards to system preservation and maintenance, the importance of transit regardless of whether or not you’re actually a transit user, and our hope that in the future we’re going to be able to find some funding mechanism for making the kinds of infrastructure improvements that are needed to maintain the quality of our system.”

This year’s CLI was facilitated by Kathy Porter, former mayor of the City of Takoma Park and a former Chair of the TPB. Porter currently serves on the Board of the Washington Metropolitan Area Transit Authority (WMATA).

For more information about the CLI, please visit [www.mwcog.org/transportation/activities/cli/](http://www.mwcog.org/transportation/activities/cli/). ♦



**TPB Chair Todd Turner (left) presented recent CLI graduates with certificates at the April TPB meeting. From left to right: Tracy Loh, Barbara Ditzler, Bernadette Bettard, Bonnie Moore, Frank Johnson, Gloria Swieringa, and Michael Proffitt.**

Twenty community leaders from around the Washington region recently attended the two-day workshop hosted by the TPB to learn about how transportation decisions are made in the region and how to become more involved in the decision-making process. The CLI encourages participants to connect the interests of the local communities and organizations they serve with the range of planning issues facing the entire metropolitan area. Participants represented a range of groups that have been recognized as forces of change in their respective communities, including civic and homeowner associations, business organizations, and local citizen advisory boards.

## OTHER APRIL AGENDA ITEMS

The TPB’s April 18 meeting also included the following item:

- Update on Reauthorization of Federal Surface Transportation Legislation.

Information and materials for the monthly TPB meeting are posted on the TPB website one week prior to the meeting: [www.mwcog.org/transportation/tpb/](http://www.mwcog.org/transportation/tpb/). ♦

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“TPB News” at [www.mwcog.org/transportation](http://www.mwcog.org/transportation)

## TPB BRIEFED ON PROPOSAL TO TOLL I-95 IN VIRGINIA

The TPB received a briefing from the Virginia Department of Transportation (VDOT) on its proposal to toll the I-95 corridor south of mile marker 126 in the City of Fredericksburg. VDOT is currently pursuing this possible action through the Federal Highway Administration's Interstate System Reconstruction and Rehabilitation Pilot Program (ISRRPP). The toll revenue will be used to make pavement, structural, operational, capacity, and safety improvements throughout the corridor. VDOT is currently seeking feedback from metropolitan planning organizations and local jurisdictions on the program and Draft I-95 Corridor Vision document.

Virginia envisions the I-95 facility as a state-of-the-art corridor where the roadway is consistently maintained to state and industry standards through tolling revenue. In the vision document, VDOT outlines goals that would enhance the operational aspects of the facility through tolling I-95 by:

- Increasing safety by reducing fatalities and injuries along the corridor,
- Providing adequate resources to maintain and preserve the infrastructure,
- Providing for efficient and reliable movement of people and goods, and
- Supporting the economic vitality of Virginia and the nation.

In September 2011, the Federal Highway Administration (FHWA) granted conditional provisional approval to Virginia for the I-95 tolling proposal. From January to April, VDOT collected and analyzed data supporting the proposal to toll the I-95 corridor. After conducting traffic and revenue forecasts, as well as tolling scenario analysis, in June VDOT will host workshops with MPOs, elected officials, the business community, and other stakeholders along the corridor. VDOT plans to submit the final ISRRPP application to FHWA this coming summer. It is anticipated that VDOT will conduct public hearings this fall and that the tolling agreement will be executed in the winter.

Michael Estes of VDOT told the TPB that VDOT is also analyzing the environmental impacts, socio-economic impacts, and economic impacts of converting I-95 south of Fredericksburg to a tolled facility. He said VDOT is

also reviewing different tolling strategies as part of this analysis and will determine a strategy that maximizes revenue with minimal installation and operation costs, as well as minimal disruption to service along the corridor.

TPB members engaged in a discussion with Estes on how tolling I-95 south of exit 126 will impact other interstate corridors in Virginia. John Jenkins of Prince William County expressed concern about how tolling I-95 would impact I-81, particularly related to truck traffic. Estes said the Commonwealth Transportation Board also shares this concern and that "one of the things VDOT is looking at through the traffic and revenue study is not just diversion to local traffic facilities, but diversion to the entire network in the Commonwealth."

Chris Zimmerman of Arlington County asked for clarification on improvements that would be implemented to reduce single-occupant vehicles along urbanized areas of the I-95 corridor, particularly in Northern Virginia. Estes responded that the tolled facility would complement the HOV extension along I-95 in Northern Virginia, as well as perhaps accelerate that type of project with the revenue gained from the tolled facility. He added that the state is also exploring other ways to encourage carpooling, such as ITS and commuter parking facilities. Zimmerman suggested that VDOT explore ways to increase transit capacity in the corridor. He also suggested that VDOT consider the adjacent rail corridor as part of the mobility strategy for moving people and goods along the I-95 corridor.

Ron Kirby, Director of Transportation Planning at COG, asked Estes if there exists a "limitation within the ISRRPP on how much toll revenue can be put toward capacity increases." Estes responded that in speaking with FHWA, VDOT was encouraged to review capacity improvements "to show that in addition to upkeep on the facility that was not previously tolled, users would see some capacity and mobility improvements as well."

Chair Turner asked TPB staff to assist in coordinating feedback on behalf of the TPB and he suggested the Board revisit this topic in coordination with VDOT's June workshops. For more information on VDOT's I-95 tolling proposal, visit [http://www.virginiadot.org/projects/i-95\\_corridor\\_improvement.asp](http://www.virginiadot.org/projects/i-95_corridor_improvement.asp). ♦

# 2012 BIKE TO WORK DAY

*(Continued from page 1)*

bicycling as a viable commute alternative. Since that first joint effort on Bike to Work Day in 2001, registration for the event has grown and more pit stops have been added every year. From fewer than 1,000 participants at five pit stops in 2001, the event has grown to an expected 12,500 commuters at 58 planned pit stops in 2012.

To measure the overall success of the program and to assess the degree to which participation in Bike to Work day changes individuals' commute patterns, Commuter Connections conducts a participant survey following Bike to Work Day every three years. In the most recent survey -- conducted in 2010 -- more than 3,000 people responded. One-third reported that the 2010 Bike to Work Day was the first in which

they had ever participated, while 17 percent reported that it was the first time they had ever commuted by bicycle to work. Approximately 10 percent of respondents said that they started biking to work on a regular basis as a result of participating in Bike to Work Day, while 22 percent said their participation led them to start riding more often.

In addition to helping measure the overall success of Bike to Work Day, the survey results are used by the TPB to demonstrate to federal regulators the effectiveness of voluntary steps being taken to reduce automobile-related emissions in the region.

After a presentation by Nicholas Ramfos, the director of the Commuter Connections program, TPB Chair Todd Turner thanked TPB staff for their work in making Bike to Work Day a success in the Washington region, and he urged Board members to participate in the event. "I'll continue the tradition from our immediate past chair to encourage all of our TPB jurisdictions and members to participate in some way, whether it's showing up to support participants or actually riding a bicycle to an event or to work," he said.

Participants can get information about Bike to Work Day on Twitter and Facebook, and register for the event at [www.biketoworkmetrodc.org](http://www.biketoworkmetrodc.org). Bike to Work Day is free and open to all commuters in the Washington region. ♦

**TPB Chair Todd Turner signed the 2012 Bike to Work Day Proclamation as TPB Vice Chair Tommy Wells looked on. Nicholas Ramfos of Commuter Connections and Greg Billing of WABA (right) assist Turner.**



## UPCOMING MAY AGENDA ITEMS

The TPB's May 16 agenda is expected to include the following items:

- Approval of Regional Complete Streets Policy.
- Briefing on Household Travel Characteristics and Behavior in Seven Focused Geographic Subareas of the Region.

- Update on Reauthorization of Federal Surface Transportation Legislation.

Information and materials for the monthly TPB meeting are posted on the TPB website one week prior to the meeting: [www.mwcog.org/transportation/tpb](http://www.mwcog.org/transportation/tpb). ♦

# DRAFT REGIONAL COMPLETE STREETS POLICY

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The Complete Streets Policy includes a background section, definitions, and a policy statement endorsing the concept of Complete Streets, and encouragement for TPB member jurisdictions to adopt their own policies.

The Guidance and Policy Template provides TPB member jurisdictions with the ten elements of an ideal Complete Streets policy, as well as a template for member jurisdictions to use when developing or revising a local Complete Streets policy.

TPB staff recommended adding three questions to the existing TIP Project Description Form. The goals of these questions are to eliminate projects to which Complete Streets is not applicable because they do not provide access to the public (such as equipment purchases and maintenance depots), and to determine which users are to be accommodated on a particular facility. If a user group is not being accommodated, a project owner is asked to provide the reasons.

The TPB is currently seeking comment on the Complete Streets Policy for the Washington Region, and it is anticipated that the TPB will approve the policy and attachments at its May 16 meeting. Following TPB approval, staff plans the following actions:

- Within 120 days: Survey TPB members on their Complete Streets policies and update the TPB's Bicycle and Pedestrian Project Database.
- Within 6 months: Sponsor a training session on Complete Streets for member jurisdictions.
- Within two years: Track implementation of Complete Streets principles in the TIP and implement a regional information clearinghouse.

Some TPB members had concerns about how the regional policy and guidance would relate to and be consistent with existing local comprehensive plans. Michael Farrell of TPB staff said that there is an exemption on the TIP Project Description Form to allow for consistency with local jurisdictions plans. He added that "the purpose of the template is to show how local policies and plans could be made consistent with Complete Streets principles." He said that it is up to each jurisdiction to decide how it uses the template.

Harriet Tregoning of the District of Columbia Office of Planning thanked "Mr. Kirby and his staff for being so responsive to the comments of the TPB from the March meeting. I think this was very much the direction we would hope this would go in and we look forward to spending a little time with the document to review it."

Patrick Wojahn of the City of College Park and Chair of the TPB's Access for All Advisory Committee asked what guidance would be available to jurisdictions to ensure that the operational aspects of transportation facilities are accessible to all users. Farrell responded that those who provided input to the policy believe that keeping the policy and template broad provides the greatest flexibility for all local jurisdictions. He said that TPB will offer a training session on complete streets that will provide resources for the design and implementation of Complete Streets policies.

Wojahn also noted that the policy refers to construction of transportation facilities in a way that maintains accessibility. He said that statement can be read in different ways, and that it needs to be clear that the policy states that "a facility should be constructed so that the end result is accessibility, and the construction itself must be done in a way that maintains accessibility throughout the construction process."

TPB Chair Todd Turner closed the discussion by noting that it "is important that the TPB, by adopting a regional Complete Streets policy, set the standard for member jurisdictions and that they have the flexibility to be able to implement local policies. We're able to have some accountability as that process continues as projects go through the TIP." ♦

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# CALENDAR OF EVENTS

All meetings are at COG unless otherwise indicated. If you are in need of special assistance to participate in meetings, please call (202) 962-3315 or (202) 962-3213 (TDD). Bicycle racks are located in the parking garage at 777 N. Capitol St., N.E. (Enter from 1st St., N.E.).

## May 2012

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 8 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 9 Bike to Work Day Steering Committee (10 am)
- 9 Car Free Day Steering Committee (11:30 am)
- 10 Freight Subcommittee (1 pm)
- 10 TPB Citizens Advisory Committee (6 pm)
- 15 Commuter Connections Subcommittee (noon)
- 16 Transportation Planning Board (noon)**
- 18 Bike to Work Day
- 18 Travel Forecasting Subcommittee (9:30 am)
- 24 Aviation Technical Subcommittee (10:30 am)
- 30 Bicycle & Pedestrian Subcommittee (1 pm)

## June 2012

- 1 TPB Technical Committee (9 am)
- 1 TPB Steering Committee (noon)
- 10 Freight Subcommittee Facility Tour (10 am)
- 12 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 14 TPB Citizens Advisory Committee (6 pm)
- 19 Commuter Connections Ridematching Committee (10 am)
- 19 Regional TDM Marketing Group (noon)
- 20 Transportation Planning Board (noon)**
- 26 Annual Transit Forum (11 am)

## July 2012

- 6 TPB Technical Committee (9 am)
- 6 TPB Steering Committee (noon)
- 10 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 11 Car Free Day Steering Committee (11:30 am)
- 12 Freight Subcommittee (1 pm)
- 12 TPB Citizens Advisory Committee (6 pm)
- 17 Employer Outreach Committee (10 am)
- 17 Commuter Connections Subcommittee (noon)
- 17 Bicycle & Pedestrian Subcommittee (1 pm)
- 18 Transportation Planning Board (noon)**
- 20 Travel Forecasting Subcommittee (9:30 am)
- 24 Regional Bus Subcommittee (noon)
- 26 Aviation Technical Subcommittee (10:30 am)
- 26 TPB Access for All Advisory Committee (noon)

Dates and times subject to change.  
Please visit our website at  
[www.mwcog.org](http://www.mwcog.org)  
for up-to-date information.

This document is available in alternative formats upon request. Please contact Sarah Crawford at (202) 962-3237, [scrawford@mwcog.org](mailto:scrawford@mwcog.org), or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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