



**Item #5**

*District of Columbia*

*Bowie*

*College Park*

*Frederick County*

*Gaithersburg*

*Greenbelt*

*Montgomery County*

*Prince George's County*

*Rockville*

*Takoma Park*

*Alexandria*

*Arlington County*

*Fairfax*

*Fairfax County*

*Falls Church*

*Loudoun County*

*Manassas*

*Manassas Park*

*Prince William County*

**MEMORANDUM**

**December 15, 2004**

**TO:** Transportation Planning Board

**FROM:** Ronald F. Kirby  
Director, Department of  
Transportation Planning

**RE:** Additional Letters Sent/Received

The attached additional letters sent/received will be reviewed along with other letters sent/received under item #5 of the December 15 TPB agenda.

Attachments



December 15, 2004

District of Columbia  
Bowie  
College Park  
Frederick County  
Gaithersburg  
Greenbelt  
Montgomery County  
Prince George's County  
Rockville  
Takoma Park  
Alexandria  
Arlington County  
Fairfax  
Fairfax County  
Falls Church  
Loudoun County  
Manassas  
Manassas Park  
Prince William County

Mr. Michael Replogle  
Transportation Director  
Environmental Defense  
1875 Connecticut Avenue, N.W.  
Washington, DC 20009

Dear Mr. Replogle:

In your letter of December 13, 2004 to the Chairman of the National Capital Region Transportation Planning Board (TPB), the Honorable Christopher Zimmerman, you provide comments on certain aspects of the TPB's travel demand modeling process. This letter provides TPB staff responses to the comments you have made.

- (1) Comment: "The FHWA Travel Model Improvement Program (TMIP) expert panel commissioned by the Baltimore Metropolitan Council (BMC) calls into question current accounting practices concerning job-housing balance in both the Washington and Baltimore regional travel models and recommends action to fix this problem."

Response: TPB staff will review the TMIP panel report for the Baltimore region, and discuss the conclusions and recommendations in the report with the planning directors for the Washington region, the planning directors for the Baltimore region, and the BMC travel modeling staff. Following these discussions, TPB staff will prepare responses to the panel report addressing implications of the report for the travel modeling process in the Washington region.

- (2) Comment: "TPB's model accounting does not properly account for the travel due to projected job growth by adding sufficient new households or increased in-commuting to ensure enough workers to fill all the jobs - - After 65,609 new jobs were added to the regional Round 6.4A cooperative forecast this summer in response to the proposed addition of the Intercountry Connector to the regional transportation plan, Ron Kirby, TPB Planning Director, stated at the September TPB meeting that the workers at these jobs would commute in from outside the region. But two months later, at the November 17, 2004 TPB meeting, Mr. Kirby admitted that the traffic model essentially would not add these new jobs but rather take them from elsewhere within the region and redistribute them. As he noted then, 'we're consistent with past practice in this. Whether we're correct in this method is open to debate'."

Response: The number of additional jobs added to the regional Round 6.4A cooperative forecast in response to the addition of the Intercounty Connector was 58,300, not 65,609 as stated in the comment.

In the responses to comments on the 2004 CLRP presented to the TPB at its November 17, 2004 meeting TPB staff pointed out that the TPB travel model controls on trip productions, adjusting trip attractions to ensure a match between productions and attractions for the modeled area. This is standard modeling practice. The model incorporates additional jobs into the trip attractions, and uses this information in the trip distribution step of the model. This has the effect of directing proportionally more work trips to the locations with the additional jobs, and attracting more in-commuters to the TPB planning area from external jurisdictions such as Howard and Anne Arundel County in the TPB modeled area as well as from jurisdictions beyond the modeled area.

It is important to recognize that the area included in the TPB model (“the modeled area”) is significantly larger than the Metropolitan Statistical Area (MSA) for which emissions and other travel impact results are reported. (The relationship between the modeled area and the MSA is shown in Exhibit 1.) The travel model controls on trip productions and adjusts trip attractions to match productions on the modeled area. Consequently, additional jobs located within the MSA, as is the case with the 58,300 jobs added in response to the Inter-County Connector, will result in additional in-commuting to the MSA from external jurisdictions, as reported to the TPB at its September 15 meeting. It is also the case, as reported to the TPB at its November 17, 2004 meeting, that with respect to the modeled area if there are too many jobs in total relative to the workers generated by the household forecasts, then effectively all of the jobs in the entire modeled area are reduced proportionately in the trip distribution process.

Controlling on trip productions, as is done in the TPB modeling process, is standard modeling practice, although there are some metropolitan areas (Dallas-Fort Worth, for example) that control on trip attractions. The statement cited in the comment that “we’re consistent with past practice in this. Whether we’re correct in this method is open to debate” refers to the fact that not all MPOs adopt

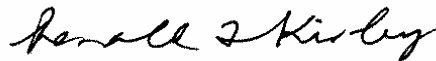
the same practice, and there are pros and cons to the different approaches.

- (3) Comment: “It calls into question the integrity and legal defensibility of the process when TPB member agencies tout job creation benefits for projects like the Intercounty Connector in public debate while manipulating the model inputs in ways that would pretend there are no traffic or emissions impacts from these jobs in the planning and environmental review process.”

Response: It is not the case that the TPB modeling process “would pretend there are no traffic or emissions impacts from these jobs in the planning and environmental review process.” As discussed in the previous response, the additional 58,300 jobs located within the MSA in response to the Intercounty Connector will have impacts on both traffic and emissions within the MSA and within the modeled area as well.

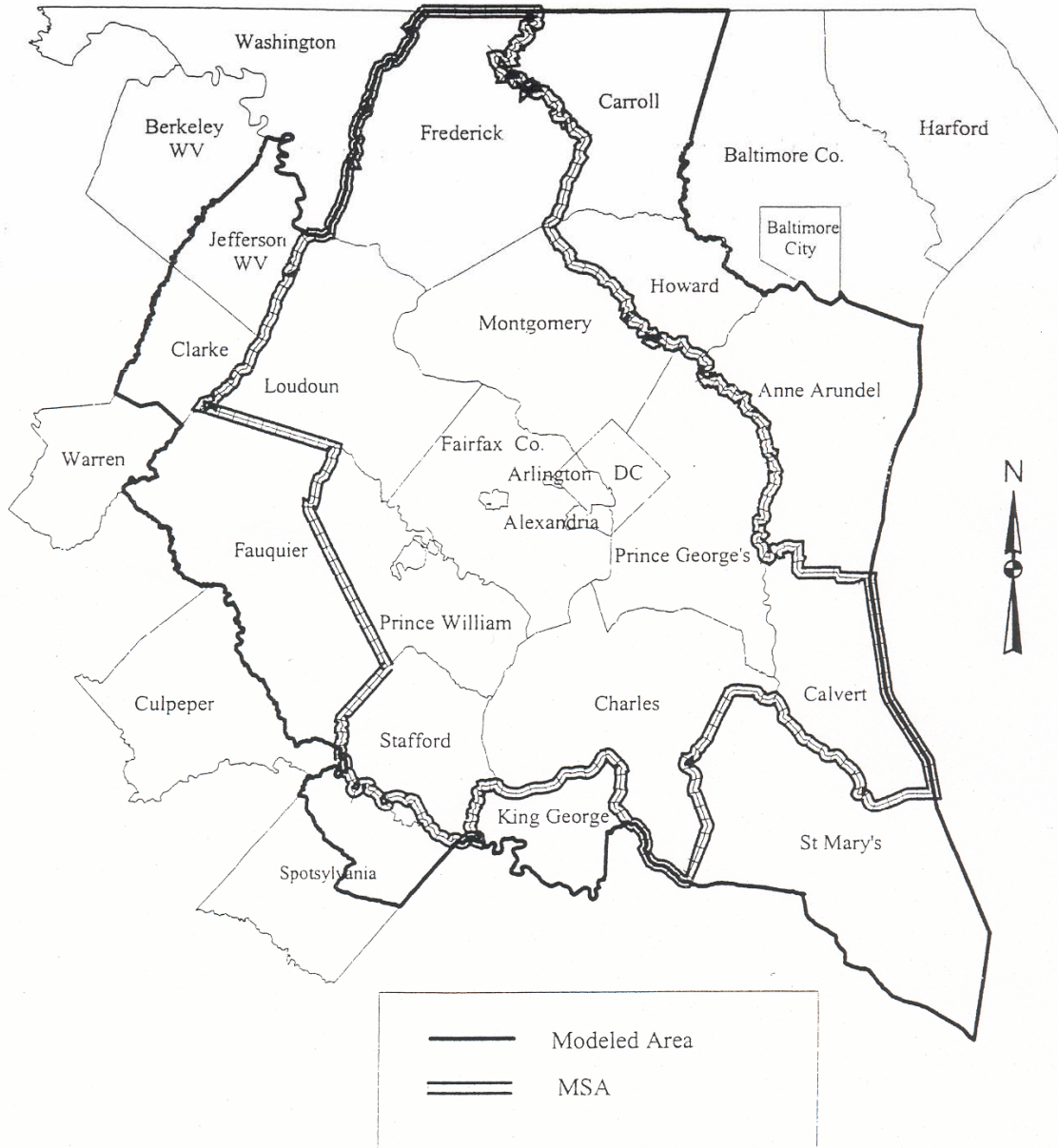
Thank you for your continuing interest in the TPB’s travel demand modeling process.

Sincerely,



Ronald F. Kirby  
Director, Department of  
Transportation Planning

EXHIBIT 1  
**Washington, D.C. - Maryland - Virginia  
Modeled Area  
and  
Metropolitan Statistical Area**





ENVIRONMENTAL DEFENSE

finding the ways that work  
1875 Connecticut Avenue NW  
Washington, DC 20009

December 13, 2004

Chairman Chris Zimmerman  
Chair, Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002-4290

Thomas E. Dernoga  
Chair, Metropolitan Washington  
Air Quality Committee  
777 N. Capitol Street, N.E., #300  
Washington, DC 20002-4290

RE: New Federally-Supported Peer Review Panel Findings Call for Timely Reforms to Address Accounting Improprieties in TPB Travel Model Treatment of Job-Housing Balance

Dear Chairman Zimmerman and Chairman Dernoga:

I am writing on behalf of the thousands of members of Environmental Defense in the metropolitan Washington region. We are concerned that flaws in TPB's accounting for job and housing growth and in-commuting to the Washington metro area will undermine the integrity of the MWAQC's air pollution emission inventory and forecasts used to prepare 8-hour ozone State Implementation Plans (SIPs), as well as TPB's estimates of air pollution for the impending 8-hour ozone transportation conformity analysis.

This has the potential to delay needed reductions in air pollution and to lead to false optimism that the region's air quality problems are unaffected by transportation and land use decisions made this year and in coming years. It hides adverse side effects of local and regional land use policies that fail to allow or encourage enough new housing in proportion to permitted commercial development, exacerbating traffic growth contrary to TPB's adopted long range plan policy goal of reducing vehicle miles of travel per capita. This in turn contributes to worse congestion, pollution, and housing affordability problems.

While TPB and MWAQC last month dismissed our concerns<sup>1</sup> in the press to adopt a new Constrained Long Range Transportation Plan, since that time, just-released findings of a federally sponsored expert travel model peer review panel raise the same concerns in unequivocal terms. Good stewardship and sound administration under the law demands that TPB and MWAQC take timely steps to correct these accounting irregularities as the region moves towards adopting new air quality and transportation plans to comply with the revised federal air quality standards and other planning and project review requirements.

---

<sup>1</sup> Transportation Planning Board, Item 13- Action, November 17, 2004, *Review of Comments Received and Acceptance of Recommended Responses for Inclusion in the Air Quality Conformity Assessment, the 2004 Constrained Long Range Plan (CLRP), and FY 2005-2010 Transportation Improvement Program.*

The FHWA Travel Model Improvement Program (TMIP) expert panel commissioned by the Baltimore Metropolitan Council (BMC) calls into question current accounting practices concerning job-housing balance in both the Washington and Baltimore regional travel models and recommends action to fix this problem. The Peer Review Panel noted, “the close proximity of the Baltimore and Washington, DC metropolitan areas has significant implications for the Baltimore model,” and called special attention to population and employment forecasting as an area needing improvement, offering the following recommendations<sup>2</sup>:

- ***Establish an independent process to develop regional employment control details.*** *There were significant concerns regarding the population and employment forecasting procedures, in particular the fact that there are no employment control totals for the Baltimore-Washington Region. Employment and job projections need to be addressed by both Baltimore and Washington, DC planning agencies because the projected labor pool in the combined regions cannot possibly fill the projected number of new jobs. Both agencies project new jobs that far outstrip the number of individuals in the labor pool [emphasis added]...The regional control totals are particularly important due to the expected increase in interaction between the two regions in the future.*
- ***A better approach would be to develop statewide and regional totals (for the BMC region plus Prince George, Montgomery, and Frederick Counties).***
- ***The best approach would be to develop related and consistent population and employment controls for the combined areas of the BMC and the Washington COG regions.*** *Other regions have successfully used a range of techniques—including substantive cooperative forecasting, expert-panel input, and statistical models—to explore likely future development patterns and forecast alternatives.*

These concerns echo previous letters and comments we have made to the TPB about the failure to “balance the books” on projected job and housing growth relative to the forecast number of in-commuters. As we have noted, the TPB travel model balances regional trip productions to match regional trip attractions. While in the base year, this produces little difference, in MWCOG’s future land use forecasts, job growth is forecast to far outpace growth in households and the number of resident workers. It is a common and sound accounting practice in comparing alternative transportation investments to “balance” the number of jobs created with the number of trips generated by the number of resident workers and customers living in or imported to or exported from the modeled region. This balancing of jobs, resident workers, and external trips is important to avoid artificially making some scenarios or projects appear to perform better than others on the basis of arbitrary and capricious internally inconsistent assumptions that would be impossible to reconcile in the real world.

***TPB’s model accounting does not properly account for the travel due to projected job growth by adding sufficient new households or increased in-commuting to ensure enough workers to fill all the jobs.*** There has been no change to the assumed travel model inputs to reflect the 2030 forecast traffic entering and leaving the region at the boundaries of the model - not for work

---

<sup>2</sup> U.S. Department of Transportation, Travel Model Improvement Program, December 2004, *Report on the Findings of the First Peer Review Panel of the Baltimore Metropolitan Council*, [http://tmip.fhwa.dot.gov/services/peer\\_review\\_program/documents/bmc/](http://tmip.fhwa.dot.gov/services/peer_review_program/documents/bmc/) (12/10/04) page 11.

trips, other trips, shopping trips, or non-home-based trips - since sometime before Version 2.1C#16 using Round 6.3 land use inputs, in spring 2004.

After 65,609 new jobs were added to the regional Round 6.4A cooperative forecast this summer in response to the proposed addition of the Intercounty Connector to the regional transportation plan, Ron Kirby, TPB Planning Director, stated at the September TPB meeting that the workers at these jobs would commute in from outside the region. But two months later, at the November 17, 2004 TPB meeting, Mr. Kirby admitted that the traffic model essentially would not add these new jobs but rather take them from elsewhere within the region and redistribute them. As he noted then, "we're consistent with past practice in this. Whether we're correct in this method is open to debate."

It calls into question the integrity and legal defensibility of the process when TPB member agencies tout job creation benefits for projects like the Intercounty Connector in public debate while manipulating the model inputs in ways that would pretend there are no traffic or emissions impacts from these jobs in the planning and environmental review process. TPB and MWAQC must do better at informing themselves, area officials, and the public about the implications of alternative investment and land use policies if public trust is to be sustained and public health protected.

For decades, the Washington, DC-region has been designated as a non-attainment area under the National Ambient Air Quality Standards (NAAQS) for ozone—which is formed from hydrocarbons and nitrogen oxides—and carbon monoxide. While the area is now classified as a maintenance area for carbon monoxide, it has repeatedly missed deadlines for cleaning up ozone smog pollution. Most recently, the metro area failed to meet its 1999 attainment deadline for ozone and was thus, reclassified as a "severe" non-attainment area under the 1-hour ozone NAAQS. In April 2004, the area was classified as non-attainment for the new, more stringent 8-hour ozone standard. It is expected that the metro area will also be designated non-attainment for the new fine particulate matter (PM<sub>2.5</sub>) in early 2005.<sup>3</sup> Attainment of PM<sub>2.5</sub> will likely require significant new controls on motor vehicle VOC and NO<sub>x</sub> emissions, both of which are contributors to the particulate problem.

A recent report from the EPA Inspector General points to the Washington region's shortcomings in meeting these rate-of-progress measures in pollution reduction targets as a key reason why it and most other seriously polluted metro areas are making little progress in cleaning up health-threatening air pollution. The new EPA report suggests that overestimates of emission reductions from 1-hour controls and failure to use accurate data, assumptions, and projections of emission growth resulted in failure of air quality control plans in Washington and elsewhere. The report noted that, "recent downward trends in ozone may be more related to changes in weather patterns than emission reductions."<sup>4</sup>

While new Tier II motor vehicle tailpipe standards and cleaner fuel will contribute significantly to future pollution reductions, it will be very challenging for the Washington region to attain the

---

<sup>3</sup> Letter to Donald Welsh, USEPA Region 3 Administrator, from D.C. Mayor Anthony Williams, February 13, 2004. Available at [www.epa.gov/pmdesignations/documents/04Recommendations/3/s/Washington\\_D.C..pdf](http://www.epa.gov/pmdesignations/documents/04Recommendations/3/s/Washington_D.C..pdf)

<sup>4</sup> U.S. Environmental Protection Agency, Office of Inspector General, *EPA and States Not Making Sufficient Progress in Reducing Ozone Precursor Emissions in Some Major Metropolitan Areas*, September 29, 2004.



new, more rigorous 8-hour ozone standard. The Washington region is required to submit a new air quality attainment plan to EPA in April 2007, and the region is required to meet the new standard in 2010. It may well take further emission reductions of 70 percent or more in ozone precursors and further reductions in particulate matter from motor vehicles to ensure healthful air for the region's residents. Mobile sources will be expected to contribute along with stationary sources to this reduction.

The history of Clean Air Act implementation shows that time after time, the Washington region and other areas have overconfidently assumed technology fixes would take care of the problem, causing repeatedly missed deadlines and producing serious health problems for millions of people. We should not compound this error by ignoring the deficiencies of the transportation modeling assumptions about job-housing balance.

Given the problems with the traffic model described above as well as with the implementation and enforcement of the Clean Air Act, we strongly urge the TPB and MWAQC to implement quickly the recommendations in the Baltimore peer review TMIP report. We also strongly recommend that the TPB allow for additional independent auditing of the travel model to expose and correct the substantial problems - documented by us as well as by the National Academy of Sciences Transportation Research Board - which continue to plague the model.

Papering over these problems is the answer. New SIP inventories and conformity analysis should account for these problems. By making these changes, the TPB will be in a better position to protect the air quality and quality of life for the millions of residents of and visitors to the Washington, DC region.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Replogle", is written over a thin red vertical line.

Michael Replogle  
Transportation Director  
Environmental Defense

cc: Margo Oge, Director, Office of Transportation and Air Quality, US EPA  
Cynthia Burbank, Associate Administrator for Planning, FHWA  
D.J. Gribben, Chief Counsel, FHWA  
Mayor Anthony Williams, District of Columbia  
Governor Mark R. Warner, Virginia  
Governor Robert L. Ehrlich, Jr., Maryland

**From:** Coalition for Smarter Growth [mailto:email@smartergrowth.net]

**Sent:** Monday, December 13, 2004 4:37 PM

**To:** John Swanson; Ron Kirby; Wendy Klancher; Michael Farrell

**Subject:** Mean Street Report and Attachments for TPB

Attn: Ron Kirby, John Swanson, Mike Farrell, and Wendy Klancher:

Please include the information on the recent Mean Streets report in the TPB Staff sent/receive packet. Attached is the 2004 Mean Streets Report, fact sheets on the DC Metro area, and CSG press release on the report. Also pasted below are relevant clips. The full report is also available at [www.smartergrowth.net](http://www.smartergrowth.net) or [www.transact.org](http://www.transact.org).

Thanks,  
Bridget Stesney, on behalf Stewart Schwartz;  
Coalition for Smarter Growth

---

### [Streets Risky for Pedestrians, Study Finds](#)

Washington Post - Washington,DC,USA

... toward a car culture. "Everybody forgot about walkers," said Laura Olsen of the **Coalition for Smarter Growth**. "Rapid growth and ...

### [Crossing Streets is More Dangerous in Outer Suburbs](#)

WTOP - Washington,D.C.,USA

... "One in six people who are in a traffic accident are pedestrians," says Laura Olsen, assistant director of the **Coalition for Smarter Growth**, about the ...

## Report: Suburbs More Dangerous For Pedestrians

Written by 9 News, WUSA

Last Updated: 12/3/2004 11:41:18 AM

Be careful where you walk there are some mean streets out there. A new report shows crossing the street in our area's fastest growing suburbs is becoming more dangerous.

According to the data in the new study you are actually safer on the streets of the District or in places such as Arlington, Virginia.

However a new program is offering hope. The Washington Post reports that "Safe Steps" is a plan that offers pedestrians colorful hand-held flags they can use to signal drivers to stop for them in crosswalks.

The program debuted last Wednesday at the corners where Connecticut Avenue intersects with Morrison Street and with Northampton Street in Northwest.

In recent years both sites have been the scene of "close calls" between motorists and pedestrians.

Organizers of Safe Steps say it is low cost, low tech and has a high success rate.

Officials will monitor the program for two months to determine its effectiveness. Currently there are 13 states with a similar program.

Meanwhile, D.C. Council Member Adrian M. Fenty (D-Ward 4) has

introduced legislation that would require drivers to come to a complete stop for pedestrians in a crosswalk and would levy a fine of \$100 for failure to do so. Fenty said he expects the council to change the law by the end of the year.

To learn more on this subject, click "Play Video" to view Nancy Yamada's live report.

<http://www.wusatv9.com/printfullstory.aspx?storyid=35218>



<http://www.gazette.net/200450/kensington/news/249123-1.html>

## Money needed for pedestrians

 [E-Mail This Article](#)

by **C. Benjamin Ford**  
Staff Writer

---

Dec. 8, 2004

*National study claims improved road safety needed*

Maryland should spend more to make roads safer for pedestrians, who account for one out of six traffic deaths, according to a national study released last week by the Coalition for Smarter Growth.

## Streets Risky for Pedestrians, Study Finds

Friday December 03, 2004 6:33am

AP, WJLA, NewsChannel 8  
<http://www.news8.net/news/stories/1204/191835.html>

Washington (AP) - The District is a far safer place for pedestrians than most of its nearby suburbs.

\*\*\*\*\*

PLEASE NOTE CSG's NEW ADDRESS & PHONE NUMBER

\*\*\*\*\*

Coalition for Smarter Growth

4000 Albemarle Street, NW, Suite 310

Washington, DC 20016

Phone: (202)244-4408

[washingtonpost.com](http://washingtonpost.com)

## Walking the Unfriendly Streets

Pedestrians' Fatality Rate Higher Than Drivers', Study Finds

By Steven Ginsberg  
 Washington Post Staff Writer  
 Friday, December 3, 2004; Page B01

Walkers are far more likely to be killed in street accidents than are motorists, according to a report on pedestrian safety released yesterday.

The report found that in 2001, the last year all data were available, the fatality rate per 100 million miles traveled for walkers was 20.1, compared with 1.3 for car and truck travelers.

In the Washington-Baltimore region, 17 percent of victims of commuter traffic fatalities in 2002 and 2003 were pedestrians, even though only 3 percent of commuters walk.

The "Mean Streets" report, a nationwide study released by the Surface Transportation Policy Project, also found that the number of walkers killed on the streets of the Washington-Baltimore metropolitan area rose from 130 in 2002 to 150 in 2003. That contrasts with a slight national decrease over the same period: 4,827 pedestrians died in 2003, and 4,919 died in 2002. Across the country, an estimated 70,000 pedestrians were injured in each of those years.

"This should be a wake-up call for every elected official in the country to take on this issue as a project," said Maryland Del. William A. Bronrott (D-Montgomery). "I believe this is our biggest transportation safety challenge of the 21st century."

From 1994, when the study first came out, to 2003, 51,989 pedestrians died. From the time of the first study period to the most recent, fatalities declined 12.8 percent.

But Anne Canby, president of the transportation policy project, said that number is deceptive because far fewer people are walking. According to census data, she said, the portion of commuters who walked to work declined by nearly 25 percent from 1990 to 2000.

Thus, Canby said, the streets are less safe for pedestrians, largely because of roads designed solely for cars, lax traffic enforcement, and traffic signals that do not account for walkers.

"People have not accepted that walking is a legitimate form of transportation," she said.

Walkers face dangers in cities and suburbs alike, according to the study. Transportation officials in the District said the biggest obstacle that walkers face in Washington is severe congestion, especially at heavily traveled intersections.

In suburbs, experts said, walkers face the perils of crossing streets that can be as wide as 12 lanes and

Advertisement



**So Rare Only A Handful Were Made in 1923**

We traveled back in time to bring you this rarely seen timepiece. In fact, this classic watch was nearly lost to history books. Steinhausen, which started its watch manufacturing in 1923 made less than 100 of these incredible hand-made watches. At the time, they were unique for one major reason. The Steinhausen was the first watch with the ability to display day, month and date with AM/PM.

[Learn More](#)

[Click Here](#)

lack sidewalks, crosswalks and other pedestrian-oriented features.

Smart-growth advocates said walking is getting more dangerous in suburbs because the fast growth of the past several years has been geared toward a car culture.

"Everybody forgot about walkers," said Laura Olsen of the Coalition for Smarter Growth. "Rapid growth and wider and wider streets makes it harder and harder for people to walk."

Several local governments have begun to address the problem in recent years by hiring pedestrian safety coordinators, requiring developers to include sidewalks in their projects and adding such things as countdown clocks to crosswalk signals so walkers know exactly how much time they have to get from one side of the street to the other.

The report also found that nationwide, minorities and the elderly are especially vulnerable. People age 70 or older account for 17 percent of deaths, though they make up 9 percent of the population; African Americans account for 19 percent of deaths but just under 13 percent of the population; and Latinos account for 16 percent of pedestrian deaths but about 13 percent of the population, the study found.

Pedestrian experts said that in some cases, this reflects an income disparity. Poorer people are more likely to walk and less likely to be familiar with some traffic standards.

© 2004 The Washington Post Company

<p>Advertising Links by Google</p>	<p>What's this?</p>
<p><b>Prevent Drunk Driving</b>                  Ignition Interlocks Save Lives and Provide Peace of Mind  <a href="http://www.intoxalock.com">www.intoxalock.com</a></p> <p><b>How's My Driving?</b>                  Safe, simple driver monitoring for new drivers and small businesses.  <a href="http://www.drivesafer.org">www.drivesafer.org</a></p> <p><b>Safe Driving</b>                  Get your license &amp; get on the road! Free guide to online &amp; off schools.  <a href="http://trade-school-smart.com">trade-school-smart.com</a></p>	



# Coalition for Smarter Growth

*Better Communities...Less Traffic*

***For Immediate Release***

*December 2, 2004*

***Contacts:***

*Laura Olsen, (202) 244-4408 x4#*

*Kevin McCarty, STPP, (202) 974-5138*

## ***Mean Streets Study Finds Outer Suburbs Most Dangerous Place for Pedestrians***

**DC, Baltimore City & Arlington named safest places for pedestrians**

A new national report, Mean Streets, finds that 17% of traffic fatalities (1 in 6) in the Washington area are pedestrians, yet Maryland and Virginia are only spending ½ % of their federal transportation funds on pedestrian safety.

“The seemingly safe, everyday act of walking is ending the lives of more than 150 people in our region each year,” noted Laura Olsen, Assistant Director of the Coalition for Smarter Growth. “All of our communities need to be safe places for people to walk.”

The report found that over half of pedestrians are killed trying to cross arterials – roads like New Hampshire Avenue, Route 1, Rockville Pike, and Waxpool Road. The report also clarifies the misperception that pedestrians are generally to blame for their own death. Federal data shows that at least 40% of pedestrian fatalities occur where no crosswalk is present, demonstrating the drastic need for safer streets and communities that are designed for all users, including pedestrians.

"The heavy mix of motor vehicles and people on foot should not be a lethal combination, and crossing the street should not be a death defying act," said Maryland Delegate Bill Bronrott (District 16, Montgomery County). "It's time for motorists to give pedestrians a brake and time for government to invest a major infusion of funds into making our communities safe, livable and walkable."

### **Rankings within the Washington-Baltimore Region**

For the first time, the Coalition for Smarter Growth & STPP provide a pedestrian danger index for each major city and county in the Baltimore-Washington area. The District of Columbia and Arlington County are the safest places for pedestrians while outer suburban counties, Spotsylvania County, VA & Charles County, MD top the list as the most dangerous places for walkers.

"Walking is a crucial part of how residents, workers and visitors move around our city and we are proud to be providing safe streets for pedestrians," said Dan Tanghlerini, Director of the District of Columbia Department of Transportation (DDOT). "DDOT is absolutely committed to further strengthening our safety programs and working with public and private agencies in the region, the Metropolitan Police Department and pedestrians themselves to make the District even safer for pedestrians and all who use our transportation system."

“It is not surprising that counties dominated by scattered development with wide, fast roads, few crosswalks and sidewalks that end or don't exist at all are more dangerous for pedestrians,” noted

*4000 Albemarle Street, NW, Suite 310, Washington, DC 20016  
(202) 244-4408 [www.smartergrowth.net](http://www.smartergrowth.net)*

Olsen. “The best communities for walkers, the District of Columbia, Arlington County and Baltimore City, are places that have invested in creating safe and enjoyable places to walk. The result is more walkers and safer streets.”

Arlington County Board Chairman Barbara Favola noted, “Arlington is a first-class community with a high quality of life. Enabling residents to walk to stores, schools, businesses and parks is an important part of this dynamic community.”

The report finds a direct correlation between pedestrian safety and the number of walkers. The report notes, “In what may be a vicious circle, the decline in walking can be attributed to the decline in safe, convenient and inviting places to walk, to underinvestment in safe pedestrian facilities, and to the increasing number of Americans living in places where walking is more dangerous.”

“Pedestrian improvements are being made in some communities, but safe routes to school, work, Metro and stores are still the exception, not the rule,” commented Olsen.

### **Recommendations**

The groups are recommending that Virginia and Maryland follow the lead of other states and establish Safe Routes to School and Transit programs to provide crosswalks and sidewalks in communities, tame traffic in key areas, and ensure new streets are safe and inviting for walkers.

The Coalition is also calling on the states to increase spending on pedestrian safety, noting that Virginia and Maryland are spending only ½ % of federal transportation funds on pedestrian safety, despite 17% of traffic fatalities in the region being pedestrians. The Coalition is urging the state departments of transportation to use available federal funds to assist localities in providing crosswalks, sidewalks, and road designs that make it safe and inviting for pedestrians.

The Coalition also recommends that local governments and developers do more to create town center and main street communities with narrower, safer and integrated street networks which encourage more walking and fewer auto trips.

Olsen noted, “Everyone in this region deserves safe places to walk. In a time of growing childhood and adult obesity, safe walking routes to school, transit, work, the store and even the coffee shop improve people’s health and offer people a good travel option for short trips.”

Currently, both the Virginia and Maryland Departments of Transportation have not spent 20% of their federal transportation enhancement funds that are specifically available for pedestrian and bicycle facilities.

“The Washington area has not improved pedestrian safety in 10 years. We have built more places that are difficult and dangerous to walk and the state departments of transportation are underfunding pedestrian safety projects while creating roads that are ever more dangerous to cross,” noted Olsen.

“The *Mean Streets 2004* report provides a useful yardstick for elected officials and transportation leaders to measure progress, or lack thereof, in making pedestrians and their communities safer,” said Anne Canby, president of STPP.

#####

The full report is available at [www.smartergrowth.net](http://www.smartergrowth.net) or [www.transact.org](http://www.transact.org). The Mean Streets study by the Surface Transportation Policy Project uses federal transportation and census data to rank areas according to their danger to walkers. It also analyzes spending of federal transportation funds on pedestrian safety and facilities at the state and metropolitan level. The Pedestrian Danger index ranks the jurisdictions based on pedestrian deaths, size and the amount people walk in each jurisdiction.

Visuals:

Images of dangerous pedestrian environments can be found in Tyson's Corner along Route 7, the Route 1/Richmond highway corridor in Fairfax County, or the intersection of New Hampshire Avenue and University Boulevard in Langley Park, Maryland.

Safe pedestrian environments can be photographed along Wilson and Clarendon Boulevard in Arlington, 12th & G Streets, NW at Metro Center in DC; and Bethesda Avenue near the Bethesda Row development. See also the new crossing improvements in front of Jefferson-Houston Elementary school in the 1400-1500 block of Cameron Street in Alexandria.



# Pedestrian Safety in the Washington-Baltimore Metropolitan Area

For the first time, the Coalition for Smarter Growth & STPP provide a pedestrian danger index for each major city and county in the Baltimore-Washington Metropolitan area. Outer suburban counties, Spotsylvania County, VA & Charles County, MD top the list as the most dangerous places for walkers, while the District of Columbia and Arlington County are the safest places for pedestrians.

## Pedestrian Safety Ranking for Area Counties & Cities

Ranking	County/City	2002 & 2003 Pedestrian Fatalities	% of traffic fatalities that are pedestrians	% of Residents walking to work	Pedestrian Danger Index
1	Spotsylvania County(VA)	4	12%	0.7%	273.27
2	Charles County (MD)	6	13%	0.9%	269.71
3	Prince George's County (MD)	57	22%	2.2%	153.73
4	Howard County (MD)	7	16%	1.1%	119.2
5	Loudoun County(VA)	6	15%	1.2%	115.12
6	Baltimore County (MD)	34	20%	2.0%	107.79
7	Harford County (MD)	5	7%	1.4%	77.73
8	Prince William County (VA)	7	13%	1.4%	76.6
9	Montgomery County (MD)	25	22%	1.9%	73.59
10	Fairfax County (VA)	19	15%	1.3%	72.22
11	Anne Arundel County (MD)	16	13%	2.3%	68
12	Carroll County (MD)	3	6%	1.5%	63.46
13	Frederick County (MD)	6	17%	2.4%	59.95
15	Alexandria (VA)	3	38%	3.0%	39.03
16	Stafford County (VA)	2	13%	2.5%	37.83
17	Baltimore City (MD)	27	35%	7.1%	30.04
18	Arlington County (VA)	5	24%	5.6%	23.79
19	District of Columbia	25	22%	11.8%	18.75
<i>Washington-Baltimore CMSA</i>		280	17%	3%	59.2

## ***Information on the Washington –Baltimore Metropolitan Area***

Large Metro Area PDI Rank	Metro Area	Pedestrian fatalities (2002)	Pedestrian fatalities (2003)	Percent of all traffic deaths that were pedestrians	Amount spent per person on pedestrian/ bicycle facilities and safety
32	Washington-Baltimore, DC-MD-VA-WV CMSA	130	150	17.0%	\$0.49

*The Pedestrian Danger Index was created to allow for a truer comparison of areas that takes into account the exposure that pedestrians face. The full Mean Streets report is available from the Surface Transportation Policy Project at: [www.transact.org](http://www.transact.org)*

## **Pedestrian Safety and Spending in MARYLAND 2002 - 2003**

### **2002-2003 Pedestrian Deaths in Maryland**

2002 pedestrian fatalities:	105	Avg. annual pedestrian fatality rate per 100,000 residents:	2.01
2003 pedestrian fatalities:	115	Percent of all traffic deaths that were pedestrians:	16.8%
Total pedestrian fatalities:	220		

### **Spending of Federal Transportation Dollars on Pedestrians in Maryland**

Total federal surface transportation funds spent (1998-2003):	\$3,269,379,483
Portion of all federal transportation funds spent on pedestrian/bicycle projects:	0.6%
Amount spent per person on pedestrian/bicycle facilities and safety:	\$0.56

### **Are the Streets in Maryland's Metro Areas Getting Meaner?**

Metro Area	1994-1995 Pedestrian Fatalities per 100,000 Persons	2002-2003 Pedestrian Fatalities per 100,000 Persons	1994-1995 Pedestrian Danger Index	2002-2003 Pedestrian Danger Index	Change in PDI
Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD CMSA	2.28	1.87	43.3	48.3	11.4%
Washington-Baltimore, DC-MD-VA-WV CMSA	2.28	1.76	58.8	59.2	0.7%
Cumberland, MD-WV MSA	1.97	0.49	39.4	13.0	-67.1%

### **The Most Dangerous Metro Areas in Maryland (sorted according to 2002-2003 Pedestrian Danger Index in table above)**

Large Metro Area PDI Rank	Metro Area	Pedestrian fatalities (2002)	Pedestrian fatalities (2003)	Percent of all traffic deaths that were pedestrians	Amount spent per person on pedestrian/bicycle facilities and safety
32	Washington-Baltimore, DC-MD-VA-WV CMSA	130	150	17.0%	\$0.49
38	Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD CMSA	114	121	17.3%	\$0.36
	Cumberland, MD-WV MSA	1	0	2.8%	\$1.85

Metro Area refers to the Metropolitan Statistical Area (MSA), Consolidated Metropolitan Statistical Area (CMSA) or New England County Metropolitan Areas (NECMA). For more information on MSAs, CMSAs, and NECMAs, see the Census Bureau <http://www.census.gov/population/www/estimates/aboutmetro.html>  
To view a map of Metropolitan Statistical Areas from the Census Bureau, visit [http://www.census.gov/geo/www/mapGallery/ma\\_1999.pdf](http://www.census.gov/geo/www/mapGallery/ma_1999.pdf)

## **Pedestrian Safety and Spending in VIRGINIA 2002 - 2003**

### **2002-2003 Pedestrian Deaths in Virginia**

2002 pedestrian fatalities:	88	Avg. annual pedestrian fatality rate per 100,000 residents:	1.19
2003 pedestrian fatalities:	86	Percent of all traffic deaths that were pedestrians:	9.4%
Total pedestrian fatalities:	174		

### **Spending of Federal Transportation Dollars on Pedestrians in Virginia**

Total federal surface transportation funds spent (1998-2003):	\$4,352,581,271
Portion of all federal transportation funds spent on pedestrian/bicycle projects:	0.5%
Amount spent per person on pedestrian/bicycle facilities and safety:	\$0.48

### **Are the Streets in Virginia's Metro Areas Getting Meaner?**

Metro Area	1994-1995 Pedestrian Fatalities per 100,000 Persons	2002-2003 Pedestrian Fatalities per 100,000 Persons	1994-1995 Pedestrian Danger Index	2002-2003 Pedestrian Danger Index	Change in PDI
Richmond-Petersburg, VA MSA	1.03	1.31	41.4	70.5	70.4%
Johnson City-Kingsport-Bristol, TN-VA MSA	1.55	1.55	75.0	116.0	54.8%
Roanoke, VA MSA	0.66	0.64	28.4	39.2	38.2%
Danville, VA MSA	0.91	0.46	32.0	41.2	28.5%
Washington-Baltimore, DC-MD- VA-WV CMSA	2.28	1.76	58.8	59.2	0.7%
Lynchburg, VA MSA	1.47	1.15	48.5	45.6	-6.0%
Norfolk-Virginia Beach-Newport News, VA-NC MSA	1.70	1.08	46.6	40.5	-13.3%
Charlottesville, VA MSA	1.76	1.20	27.1	22.3	-17.5%

**The Most Dangerous Metro Areas in Virginia (sorted according to 2002-2003 Pedestrian Danger Index in table above)**

Large Metro Area PDI Rank	Metro Area	Pedestrian fatalities (2002)	Pedestrian fatalities (2003)	Percent of all traffic deaths that were pedestrians	Amount spent per person on pedestrian/bicycle facilities and safety
	Johnson City-Kingsport-Bristol, TN-VA MSA	7	8	8.6%	\$1.30
27	Richmond-Petersburg, VA MSA	12	15	11.2%	\$0.74
32	Washington-Baltimore, DC-MD-VA-WV CMSA	130	150	17.0%	\$0.49
	Lynchburg, VA MSA	2	3	7.8%	\$0.54
	Danville, VA MSA	1	0	2.6%	\$0.23
42	Norfolk-Virginia Beach-Newport News, VA-NC MSA	19	16	12.8%	\$0.26
	Roanoke, VA MSA	2	1	6.1%	\$0.58
	Charlottesville, VA MSA	1	3	6.2%	\$1.36

Metro Area refers to the Metropolitan Statistical Area (MSA), Consolidated Metropolitan Statistical Area (CMSA) or New England County Metropolitan Areas (NECMA). For more information on MSAs, CMSAs, and NECMAs, see the Census Bureau <http://www.census.gov/population/www/estimates/aboutmetro.html>  
 To view a map of Metropolitan Statistical Areas from the Census Bureau, visit [http://www.census.gov/geo/www/mapGallery/ma\\_1999.pdf](http://www.census.gov/geo/www/mapGallery/ma_1999.pdf)

## ***Pedestrian Safety and Spending in DISTRICT OF COLUMBIA 2002 - 2003***

### **2002-2003 Pedestrian Deaths in District of Columbia**

2002 pedestrian fatalities:	7	Avg. annual pedestrian fatality rate per 100,000 residents:	2.21
2003 pedestrian fatalities:	18	Percent of all traffic deaths that were pedestrians:	21.9%
Total pedestrian fatalities:	25		

### **Spending of Federal Transportation Dollars on Pedestrians in District of Columbia**

Total federal surface transportation funds spent (1998-2003):	\$602,489,681
Portion of all federal transportation funds spent on pedestrian/bicycle projects:	0.5%
Amount spent per person on pedestrian/bicycle facilities and safety:	\$0.89

### **Are the Streets in District of Columbia's Metro Areas Getting Meaner?**

Metro Area	1994-1995	2002-2003	1994-1995	2002-2003	Change in PDI
	Pedestrian Fatalities per 100,000 Persons	Pedestrian Fatalities per 100,000 Persons	Pedestrian Danger Index	Pedestrian Danger Index	
Washington-Baltimore, DC-MD-VA-WV CMSA	2.28	1.76	58.8	59.2	0.7%

### **The Most Dangerous Metro Areas in District of Columbia (sorted according to 2002-2003 Pedestrian Danger Index in table above)**

Large Metro Area PDI Rank	Metro Area	Pedestrian fatalities (2002)	Pedestrian fatalities (2003)	Percent of all traffic deaths that were pedestrians	Amount spent per person on pedestrian/bicycle facilities and safety
32	Washington-Baltimore, DC-MD-VA-WV CMSA	130	150	17.0%	\$0.49

Metro Area refers to the Metropolitan Statistical Area (MSA), Consolidated Metropolitan Statistical Area (CMSA) or New England County Metropolitan Area (NECMA). For more information on MSAs, CMSAs, and NECMAs, see the Census Bureau: <http://www.census.gov/population/www/estimates/aboutmetro.html>

To view a map of Metropolitan Statistical Areas from the Census Bureau, visit [http://www.census.gov/geo/www/mapGallery/msa\\_1999.pdf](http://www.census.gov/geo/www/mapGallery/msa_1999.pdf)

**From:** Stewart Schwartz [mailto:stewart@smartergrowth.net]  
**Sent:** Tuesday, December 14, 2004 4:44 PM  
**To:** Ron Kirby  
**Subject:** FW: FOR TPB, VAN HOLLEN Request to extend the Public Comment Period  
**Importance:** High

TPB CHAIR and TPB Staff,

The attached letter (see also note and letter below) was sent by Cong. Van Hollen requesting a delay in the public hearings on the ICC DEIS and an extension of the comment period into March. Currently the hearings are set for right after New Years. Cong Van Hollen's letter is particularly strong, yet MDOT/SHA has only agreed to add another hearing (not change hearing dates) and to add just 2 weeks to the comment period (Feb 15th). The volume of data requires at least a 120 day comment period.

The TPB has been assured by TPB staff that most public concerns and issues would be addressed in the DEIS process. If so, then for the DEIS process to allow for full and fair comment it is essential that MDOT/SHA allow maximum time for public review.

We request that the TPB act on Wednesday, December 15th, to support Cong Van Hollen's position and that the TPB officially request (via Resolution) that the hearings be delayed to mid-February and the comment period be extended to the end of March.

Thank you.

Stewart Schwartz  
Executive Director

Please Note the Coalition's New Contact Information

XX

Coalition For Smarter Growth  
4000 Albemarle Street, NW  
Suite 310  
Washington, DC 20016  
Phone: 202.244.4408  
Fax: 202.244.4438

-----Original Message-----

**From:** Alperson, Phil [mailto:Phil.Alperson@mail.house.gov]  
**Sent:** Wednesday, December 01, 2004 5:44 PM  
**To:** 'Danw.johnson@fhwa.dot.gov'; 'npedersen@sha.state.md.us';  
'wmitchell@sha.state.md.us'  
**Cc:** Sam Raker (sam.raker@verizon.net); Neal Fitzpatrick (Audubon)  
(neal@audubonnaturalist.org); Betsy Johnson  
**Subject:** ICC DEIS: Request to extend the Public Comment Period  
**Importance:** High

Attached as a Word Document and printed below my signature block is a letter from Congressman Chris Van Hollen regarding the timetable established for public comment on the Draft Environmental Impact Statement (DEIS) for the proposed Intercounty Connector (ICC).

Hard copies will be mailed.

*PHIL ALPERSON*  
*Legislative Director*  
*Congressman Chris Van Hollen (MD-8th)*  
*Montgomery and Prince George's Counties*  
*1419 Longworth House Office Building*  
*Washington, DC 20515*  
*202 225 5341 (phone)*  
*202 225 0375 (fax)*  
<http://www.house.gov/vanhollen/>

December 1, 2004

Mr. Dan Johnson  
Environmental Protection Specialist  
Federal Highway Administration  
711 W. 40th St., Suite 220  
Baltimore, MD 21211

Mr. Neil Pedersen  
Administrator  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD. 21202

Mr. Wesley Mitchell  
Project Manager, Intercounty Connector  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD. 21202

Dear Sirs:

I write regarding the timetable established for public comment on the Draft Environmental Impact Statement (DEIS) for the proposed Intercounty Connector (ICC).

I support a limited access ICC that meets federal environmental requirements. As you know, in the past two years, the Congress has appropriated a substantial amount of funding for that purpose. In order to ensure continued public support for this transportation project, we must have a decision making process that is open and fair. In

that regard, it is critical that the public have a fair opportunity to review the DEIS, analyze its findings, and provide comment. I hope you would agree that it would be a big mistake to create the perception that the process was being unfairly manipulated so that the new DEIS could be rammed through without an adequate opportunity for public input.

I have been contacted by many individuals and organizations who believe that the current timetable does not provide a fair opportunity for public comment. I share many of their concerns in that regard. The DEIS is reportedly about 1,500 pages long, not including the technical appendices. Copies of the DEIS were not available for distribution when the DEIS was announced. It is not expected to be in libraries until December 3<sup>rd</sup> and copies mailed to interested individuals will likely not be delivered until about December 10<sup>th</sup>-12<sup>th</sup>. While the DEIS is now available on-line, not all interested individuals have internet access, and many others do not have the capacity to print out this huge document.

None of this would be a problem if the public hearings had not been set for January 4, 5 and 8. This schedule, coming on the heels of the holiday season, does not provide interested members of the public sufficient time to prepare an adequate response to the DEIS. The 1,481 page DEIS and its technical appendices were prepared over an extended period of time. It is unreasonable to expect members of the public, during the rush of the holiday season, to be able to digest, analyze and respond to this highly technical information in such a short period of time. The fact that public comments may be submitted in writing up to February 1, 2005, provides little comfort since experience suggests that the focus of attention on these important issues will be during hearing process.

On a related issue, it is my understanding that the technical appendices of the DEIS are not yet publicly available. If not, fairness and due process require that they be provided immediately. In addition, given the public interest in this issue and the fact that public funds were used to prepare the DEIS and its accompanying appendices, hard copies should be available to the public for free or at minimal cost.

The issue here is very simple. The debate over the ICC has gone on for decades. It is important to resolve this debate in an expeditious manner and reach a definitive conclusion. It is also important that it be done in a fair and open way. The new DEIS was just recently announced. In order to ensure a fair process, I respectfully request that you conduct public hearings in February and extend the public comment period into March. The public and those parties who have followed this issue for years should have a reasonable time to review and comment on it. There is absolutely no prejudice to the State of Maryland, or the federal government to delaying the public hearings until February and extending the comment period to March.

Thank you for your timely attention in this matter.

Sincerely,

//signed//

CHRIS VAN HOLLEN  
Member of Congress