

REPORT
TPB Citizens Advisory Committee
February 15, 2012
Tina Slater, 2012 CAC Chair

The 2012 CAC held its first meeting of the year on February 9, 2012. The committee was pleased to host TPB Chairman Todd Turner, who spoke about his priorities for 2012.

Discussion with TPB Chair Todd Turner

Chairman Turner welcomed the new CAC, and urged the committee to make its views known to the TPB. He expressed appreciation for the important roles the CAC has played over the years. He said the development of the new Regional Transportation Priorities Plan will be an important focus for the TPB this year and he encouraged the CAC to participate in that process.

Mr. Turner noted that a number of transportation issues, particularly continuing funding shortfalls, are becoming urgent. He said he is considering the possibility of convening a summit of key leaders later this year, including the governors and the DC mayor, to identify opportunities for regional solutions.

During a brief discussion period, a CAC member asked for the chairman's opinion about the likelihood of increased funding for transportation over the next five years. Chairman Turner answered that at the state level, the governors and the mayor have made some serious commitments to transportation, although the identification of adequate funding is far from certain. He said it was important for the TPB to put a spotlight on continuing funding problems, especially for Metro rehabilitation and maintenance.

Overview of the CAC and the TPB Process

John Swanson of the TPB staff gave a presentation on the CAC's roles and responsibilities. He emphasized the committee's involvement over the past decade in calling for scenario analysis and, more recently, pushing for a Regional Transportation Priorities Plan, which is currently under development.

During questions and answers, CAC members sought clarification regarding the TPB's role, its funding, and the significance of the TPB process. Ron Kirby, Director of Transportation Planning at COG, spoke about the importance of long-range transportation planning. He said the "wheels turn slowly, but they do turn," noting a number of recent successes, such as the Wilson Bridge, which took years to accomplish.

Discussion of Draft Street Smart Campaign

Mike Farrell, the COG/TPB bike/ped planner, presented material that has been developed for the next installment of the Street Smart campaign. The material included a storyboard for a television spot that has been sketched out. He noted that CAC members last year had requested that the CAC receive a briefing on the campaign materials before they are finalized. Last year, several members expressed objections to the campaign materials that featured a gigantic woman's foot in a red shoe.

CAC member comments and questions included the following:

- ***For some, the campaign seemed to inappropriately blame pedestrians.*** One member said the campaign's approach rubbed her the wrong way because it seemed to suggest pedestrians are usually at fault. She commented that the main problem with pedestrian safety is that pedestrian infrastructure is inadequate. In response, Mike Farrell noted that jurisdictions are putting the majority of pedestrian safety funding into engineering solutions to improve pedestrian infrastructure.
- ***With pedestrian safety a comparatively bigger problem for minority communities, the draft campaign materials did not have clear appeals to people in those communities.*** Members commented that the images of people in the campaign did not represent minority populations. Another member said she lives in D.C.'s Ward 7 and does not recall seeing past Street Smart campaigns. Another participant questioned the representation of women in the materials, noting the continued emphasis on red shoes and red nail polish.
- ***Is jay-walking the problem?*** Mr. Farrell said that jay-walking was a bigger problem in the outer jurisdictions. In D.C., in contrast, most pedestrian deaths occur at crosswalks.
- ***What is the average age of people involved in pedestrian accidents?*** Mr. Farrell said that the average age of a person getting hit is 42. The average age of a driver hitting a pedestrian is 30.

Other Issues

- Because of insufficient time, the CAC deferred its discussion on the development of a Regional Complete Streets Policy until its March 15 meeting.
- TPB staff announced that the next session of the TPB's Community Leadership Institute would be held on March 29 and 31. New CAC members will be invited to attend.
- Ron Kirby, Director of Transportation Planning at COG, provided a briefing on the TPB's upcoming agenda.

ATTENDEES CAC Meeting, February 9, 2012

Members Present

1. Tina Slater, Chair
2. Maureen Budetti (VA)
3. Veronica Davis (DC)
4. Bill Easter (MD)
5. Harold Foster (DC)
6. Kelby Funn (MD)
7. Anita Hairston (DC)
8. Allen Muchnick (VA)
9. Krystle Okafor (MD)
10. Jeffrey Parnes (VA)

11. William Soltesz (VA)

12. Stephen Still (VA)

Members Not Present

1. Rob Mandle
2. Larry Martin (DC)
3. Emmet Tydings (MD)

Alternates Present

Justin Clarke (MD)
John Epps (MD)

Richard Ellis (MD)

Tracy Hadden Loh (DC)

Kimberley Kaplan (VA)

Peter Pennington (VA)

Itir Sonuparlak (DC)

Fred Walker (VA)

Staff and Guests

Ron Kirby, COG/TPB staff

John Swanson, COG/TPB staff

Ben Hampton, COG/TPB staff