



TPB news

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NEIGHBORHOOD-LEVEL TRAVEL SURVEY RELEASED

The initial results of a series of geographically-focused household travel surveys completed by the Transportation Planning Board (TPB) in 2010 and 2011 were presented to the Board at its May 16 meeting. Bob Griffiths, of TPB staff, briefed Board members on the early findings of the surveys, which were conducted in ten areas throughout the Washington region.

The results of the surveys will supplement the findings of the regionwide Household Travel Survey that the TPB conducted in 2007 and 2008. Both surveys asked respondents to complete travel diaries detailing the origin and destination, travel mode, travel time, and trip purpose for every trip they made in a given day.

According to Griffiths, the most recent surveys came as a result of requests for information from local planning staff in the region who wanted data for more focused geographic areas to support local planning efforts. He said that detailed data on commuting patterns is no longer available through the decennial Census and that the Census Bureau's American Community Survey (ACS) only provides five-year averages at small geographies.

The study areas in the TPB's first phase of geographically-focused surveys reflect a diversity of neighborhood types throughout the region, which will provide opportunities to compare and contrast the travel patterns in areas with different development patterns,

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TPB APPROVES REGIONAL COMPLETE STREETS POLICY

On May 16, the TPB voted to approve the Complete Streets Policy for the National Capital Region. The policy and accompanying materials was described in depth in the April Issue of TPB News.

The "Complete Streets" concept encourages creating or adapting transportation facilities that safely and appropriately accommodate motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities.

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The graphic at right displays recommendations for retrofitting a street to accommodate all modes safely under Complete Streets principles.



Upcoming meetings and items of interest:

TPB Meeting, June 20

- Approval of CY 2012 Projects for Funding Under the Job Access Reverse Commute (JARC) and New Freedom Programs of the Federal Transit Administration
- Briefing on the Draft 2012 CLRP and FY 2013-2018 TIP

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More information may be found at: www.mwcog.org/transportation

HOUSEHOLD TRAVEL SURVEY

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physical characteristics, and travel options available to local residents. In the long-term, once more surveys are conducted, the data will make it easier to measure changes in travel patterns over time in areas where major new developments or transportation projects have been completed.

The preliminary findings presented at the May 16 Board meeting focused on comparisons of mode share for all daily trips, mode share for all commute trips, household size, vehicle availability, and age of household members for all ten study areas.

Geographically-Focused Household Travel Survey Study Areas

- 14th Street NW/Logan Circle (District of Columbia)
- Route 1 Corridor/Crystal City (Arlington County)
- Shirlington area (Arlington County)
- Columbia Pike Corridor (Arlington County)
- Purple Line Corridor (Montgomery & Prince George's Counties)
- White Flint (Montgomery County)
- Largo (Prince George's County)
- Reston (Fairfax County)
- Woodbridge (Prince William County)
- City of Frederick

One of the most striking findings was that, in the urban, mixed-use environment of the 14th Street NW/Logan Circle area in the District of Columbia, nearly 44 percent of trips to and from work each day made by people living in the neighborhood are made on foot or by bicycle, compared to just 25 percent of trips made by car. By contrast, in suburban Woodbridge, Virginia, less than 2 percent of trips to work are made on foot or by bicycle, compared to 89 percent by car.

The initial survey results also revealed major differences in household characteristics between neighborhoods. For example, the share of households without access to a

private vehicle in Crystal City in Arlington County was 21 percent, compared to just 3 percent in the Woodbridge area and 7 percent regionwide. The share of single-person households in Logan Circle, Crystal City, and Shirlington—around 55 percent—was found to be about twice the regional average. And in White Flint, the survey found a much higher proportion of residents age 65 or older (17 percent) than for the region as a whole (10 percent).

Several Board members had comments or questions following Griffiths' presentation. Dan Emerine of the DC Office of Planning, Gary Erenrich of Montgomery County, and Chris Zimmerman of Arlington County all stressed the importance of using the data collected in the surveys to answer questions about the various factors—land use, population density, age, transit availability and frequency—that can affect travel behaviors.

Linda Smyth of Fairfax County, Patrick Wojahn of College Park, and Tommy Wells of the District of Columbia all made comments about the areas that have been proposed for future studies. Wells, in particular, stressed the importance of surveying neighborhoods in the District that are home to lower-income households. Wojahn encouraged staff to work with the University of Maryland when future surveys are conducted in the Route 1 Corridor in College Park because the University collects extensive travel pattern information from faculty, staff, and students.

Surveys in seven more focused areas are currently underway, with two more rounds planned for fall 2012 and 2013.

Read More: Check out the past two issues of *TPB Weekly Report*, our weekly online publication, to read more about the reasons why each of the ten study areas was chosen to be surveyed. Visit: www.mwcog.org/tpbweeklyreport. ♦

BIKE TO WORK DAY PARTICIPATION BREAKS RECORDS

Regional Bike to Work Day was held on May 16 and more people than ever before participated in the event – 12,700 registered for Bike to Work Day 2012, exceeding the goal of 12,500 commuters. The number of participants increased by almost 2,000 compared to 2011. Bike to Work Day promotes bicycling as a healthy, low cost commute alternative.

The event, coordinated by Commuter Connections and the Washington Area Bicyclist Association, was attended by elected officials from across the region who spoke to crowds of cyclists at 58 pit stops located throughout the District of Columbia, Maryland, and Virginia, from Frederick County to Prince William County. Pit stops welcomed cyclists and bicycling convoys with free T-shirts, food, beverages, entertainment, bike checks and prizes provided by regional and local sponsors.

“Commuters throughout the metropolitan area are looking for ways to make their commutes easier and less costly. Bicycling to work is one of the options that can improve the daily commute,” said Nicholas Ramfos, Di-



TPB Vice Chair Tommy Wells of the District of Columbia spoke at the pit stop hosted by the Downtown DC Business Improvement District.

rector of Commuter Connections. “The dramatic growth of this event is an indicator that area commuters view bicycling as a viable commute alternative that can fit into their daily routine.” ♦



TPB Member Patrick Wojahn of College Park (far right) participated in a convey on Bike to Work Day.

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OTHER MAY AGENDA ITEMS

The TPB’s May 16 meeting also included the following item:

- Approval of an Amendment to the FY 2011-2016 TIP to include the WMATA FY 2013 Capital Improvement Program.

- 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. ♦

COMPLETE STREETS POLICY

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Patrick Wojahn of the City of College Park and Chair of the TPB's Human Service Transportation Coordination Committee said this policy is "very important for people with disabilities and in low-income communities, making sure that these streets are

accessible to everybody. I think it is important to put something like this into a concrete policy that reflects our priorities as a region."

The regional policy was developed based upon input and discussion by regional stakeholders at a January workshop, as well as follow-up public and stakeholder comments received in the months following the workshop.

The purpose of this policy is to encourage TPB member jurisdictions and agencies that do not already have a Complete Streets policy in place, or who are revising an existing policy, to adopt a Complete Streets policy that includes common elements that the TPB believes represent current best practices. ♦

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UPCOMING JUNE AGENDA ITEMS

The TPB's June 20 agenda is expected to include the following items:

- Approval of CY 2012 Projects for Funding Under the Job Access Reverse Commute (JARC) and New Freedom Programs of the Federal Transit Administration.
- Briefing on the Draft Air Quality Conformity Assessment of the 2012 CLRP and FY 2013-2018 TIP.
- Briefing on the Draft 2012 CLRP and FY 2013-2018 TIP.
- Briefing on the Montgomery County Executive's Task Force Report and

Recommendations on Implementing a Rapid Transit System.

- Update on the Development of a TPB Regional Transportation Priorities Plan (RTPP).
- Briefing on the Possible Addition of Tolling on I-95 in Virginia.
- 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. ♦

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TPB RECEIVES BRIEFING ON ACCESS TO REGION'S AIRPORTS

At its May 16 meeting, the TPB received a briefing on the results of recently completed projects under the Continuous Airport System Planning (CASP) program, including trends and forecasts for air passenger originations and air cargo, and ground access travel times to the three airports.

The goal of the CASP program is to support the planning, development and operation of airport facilities and transportation facilities that serve the airports in a systematic framework for the Washington-Baltimore region: Baltimore-Washington International Thurgood Marshall Airport, Ronald Reagan Washington National Airport, and Washington Dulles International Airport. While the primary focus of the CASP program is on the three commercial service airports in the region, smaller airports are represented in the program by staff from the City of Frederick and City of Manassas, both of which operate general aviation airports in their respective cities.

The airport system planning process consists of a continuous cycle that begins with a regional air passenger survey. Since 2005, the survey has been performed every two years. Staff is currently processing the 2011 survey and anticipates presenting findings from it to the TPB sometime in the fall of 2012. The results from the survey are then used to develop forecasts of future air passenger travel, and of the ground travel of these air passengers to and from the region's three commercial airports. These forecasts are then integrated with the regional travel demand forecasting model, and in turn lead to the development of a revised airport ground access plan for the region. The issues identified in the revised airport ground access plan are then integrated into the next update of the TPB's regional Constrained Long-Range Transportation Plan.

In addition to the planning cycle described above, periodically the CASP program also includes a regional analysis of air cargo, and a study of highway travel times from regional activity centers to the three commercial airports. Between 1990 and 2010, air cargo combined for both airports increased 109 percent, and between 2012 and 2030, it is projected to increase by 82 percent. Recent air passenger forecasts show continued strong growth. In general, highway travel times to the airports from the region's major activity centers are increasing for all three airports, impacting passenger and freight movements to and from the airports.

Airport ground access problems impact both passengers and air cargo. The three commercial airports are of great importance to the economy of the region, and airport access is included as a goal in the TPB Vision. In addition, airport-related measures will be addressed in the TPB's Regional Transportation Priorities Plan. ♦

TPB terminology

AFA	Access for All Advisory Committee
ARRA	American Recovery and Reinvestment Act of 2009
CAC	Citizens Advisory Committee
CLRP	Constrained Long-Range Transportation Plan
COG	Metropolitan Washington Council of Governments
DDOT	District Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
MDOT	Maryland Department of Transportation
MPO	Metropolitan Planning Organization
NVTA	Northern Virginia Transportation Authority
TIP	Transportation Improvement Program
TPB	Transportation Planning Board
VDOT	Virginia Department of Transportation
WMATA	Washington Metropolitan Area Transit Authority

Bids and Solicitations

For current COG solicitations available for bid/proposals, please visit "Doing Business with COG:" www.mwcog.org/doingbusiness/cogbid/

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.).

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)

September 2012

- 6 Freight Subcommittee (1 pm)
- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 11 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 12 Bike to Work Day Steering Committee (10 am)
- 12 Car Free Day Steering Committee (11:30 am)
- 13 TPB Citizens Advisory Committee (6 pm)
- 18 Regional TDM Marketing Group (10 am)
- 18 Commuter Connections Subcommittee (noon)
- 18 Bicycle & Pedestrian Subcommittee (1 pm)
- 18 Commuter Connections Ridematching Committee (2 pm)
- 19 Transportation Planning Board (noon)**
- 21 Travel Forecasting Subcommittee (9:30 am)
- 22 Regional Car Free Day
- 25 Regional Bus Subcommittee (noon)

Dates and times subject to change.
Please visit our website at
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, or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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