



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

TPB Meeting,
September 15:

- Approval of the Establishment of a Task Force to Determine a Scope and Process for Developing a Regional Transportation Priorities Plan
- Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program

Regional Car Free Day:
September 22

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

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TPB news

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PERCENTAGE OF COMMUTERS DRIVING ALONE DECLINES

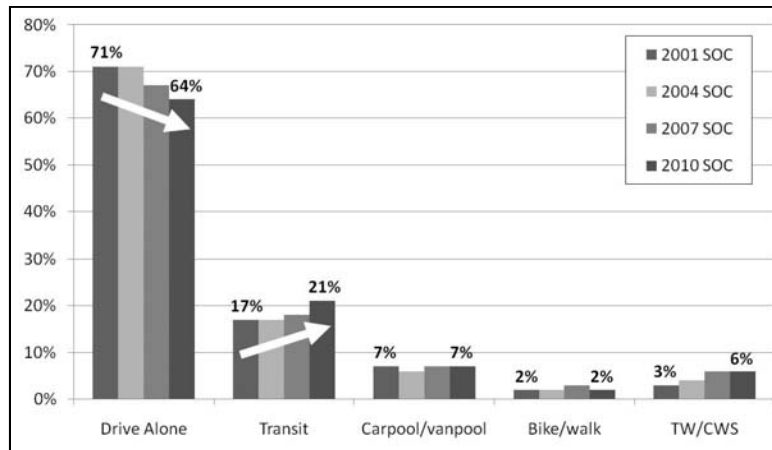
Higher percentages of people in the metropolitan Washington region are taking transit to work or teleworking than at any point in the past ten years, according to findings presented at the July 21 meeting of the National Capital Region Transportation Planning Board (TPB).

According to initial findings of the 2010 "State of the Commute" survey, since

2001 the percentage of workers in the region driving alone to work has declined from 71 percent to 64 percent, while the share for transit and those who telework at least one day a week has risen to 21 percent (from 17 percent) and six percent (from three percent) respectively.

Approximately 600,000 workers – 25 per-

(Continued on page 4)



According to the State of the Commute (SOC), there was a reduction in the percentage of commuters who drove alone from 2001 to 2010, and an increase in the percentage of commuters who chose to use transit. The percentage of commuters who telework (TW) or have a compressed work schedule (CWS) also increased from 2001 to 2010.

TPB APPROVES FIRST REGIONAL FREIGHT PLAN

On July 21, the TPB approved the first comprehensive freight plan for the Washington Region. The National Capital Region Freight Plan defines the role of freight within the TPB transportation planning process. The Freight Plan provides information on current and forecasted freight conditions, identifies regional

freight concerns, and presents a National Capital Region Freight Project Database. Development of the plan was overseen by the Freight Subcommittee of the TPB Technical Committee.

The purpose of the Freight Plan is to examine freight goods movement in the region

(Continued on page 6)

REGIONAL CAR FREE DAY: SEPTEMBER 22, 2010

*TPB Chair David
Snyder signs the 2010
Car-Free Day
Proclamation as
Commuter Connections
Director Nicholas
Ramfos looks on.*

Regional Car Free Day events are being organized in the region for Wednesday, September 22 in an effort to encourage residents to leave their cars at home or to take alternative forms of transportation such as public transit, carpools, vanpools, telework, bicycling or walking. These events will encourage the business community and other regional decision-makers to support car free policies and initiatives.

Car Free Day was recognized in the District of Columbia in 2007 and regional rollout

occurred in 2008 with TPB support. COG's Commuter Connections program promotes and organizes the annual Car Free Day event along with its network members.

Car Free Day invites Washington region citizens to try alternative forms of transportation such as transit, bicycling, and walking, and includes car-lite methods such as carpools and vanpools. Car Free Day benefits the National Capital Region through improved air quality, reduced traffic congestion and parking demands, and the conservation of energy.

Area residents may pledge to be Car Free at www.carfreemetrodc.com. The primary targets for this event are individuals who ordinarily travel alone by car for work, errands and classes. Secondary groups are those already in Car Free travel modes. Car Free Day received 6,200 pledges in 2009. The goal for the 2010 event is 10,000 pledges to be car free.

Car Free Day first took place in Europe in 1995 and went global in 2000; today, Car Free Day is celebrated in 1,500 cities in 40 countries. ♦



OTHER JULY AGENDA ITEMS

The TPB's June 16 meeting also covered the following items:

- Approval of TPB Participation in the Submission by COG of a Sustainable Communities Regional Planning Grant Application to the Department of Housing and Urban Development.
- Approval of Next Steps for the "Conversation on Setting Regional Transportation Priorities."

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 APPROVES EIGHT TLC PROJECTS

On July 21, the TPB approved eight projects for inclusion in the FY 2011 Transportation Land-Use Connections (TLC) Technical Assistance Program.

The TPB received 13 applications from TPB member jurisdictions. For this application cycle, \$220,000 from the TPB's FY 2011 UPWP was available for technical assistance projects. Additionally, MDOT committed \$100,000 from their technical assistance account for projects in Maryland, with special emphasis on projects relating to transit-oriented development (TOD).

The TPB initiated the TLC Program in November 2006 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. At the close of the FY 2010 round of the TLC technical assistance

program, the TPB had completed 39 technical assistance projects in 19 jurisdictions for a total of \$1,030,000: six projects were completed in the District of Columbia, 19 projects were completed in Maryland, and 14 were completed in Virginia. Additional funding for projects in Maryland jurisdictions has been provided in FY 2008, FY 2009, and FY 2010 by the Maryland Department of Transportation (MDOT). For more information about completed projects, please visit the TLC website at www.mwcog.org/tlc and click on "Completed Projects" under Technical Assistance Program.

Brief descriptions for the eight FY 2011 projects may be found below. ♦

FY 2011 TLC Technical Assistance Projects

District of Columbia

Van Ness / UDC Metro and Commercial Corridor Enhancement Study (\$30,000)

This project will develop a set of guidelines, recommendations, and low impact streetscape design options to enhance bicycle and pedestrian connections to the Metro station.

Maryland

Frederick County: Freight Transportation and Land Use Connections (\$60,000)

This study will review freight-dependent land-use designations for opportunities to maximize the utility of freight rail and truck corridors. The project will develop best practices for accommodating freight movement while maximizing safety, air quality, and quality of life.

Montgomery County: US 29 / Cherry Hill Area TOD Scenarios (\$50,000)

This project will develop a sketch-level review of three alternative TOD scenarios for the US 29 / Cherry Hill area to match conceptual development types and densities to a range of supportive transit services.

Prince George's County: Central Avenue TOD Corridor Pedestrian and Mobility Study (\$30,000)

The project will focus on a pedestrian safety and mobility study of the Central Avenue Corridor to recommend how to spend limited resources to improve pedestrian safety and retrofit existing roads to accommodate pedestrians and cyclists.

Prince George's County: Naylor Road Metro Station Area Accessibility Improvement Study (\$30,000)

The study will identify barriers to pedestrian and bicycle mobility and recommend short-term actions to improve connectivity and safety within the Naylor Road Metro Station area.

City of Rockville: Accessibility and Rockville's TODs: Safer Walkways to Transit (\$30,000)

This project will provide design concepts for safer pedestrian walkways that improve accessibility to the Twinbrook Metro Station from the city's TODs.

Virginia

Arlington County: Best Practices in Providing Bicycle Facilities in Streetcar Corridors (\$30,000)

The consultant will identify best practices for the design and operation of corridors that include both streetcars and bicyclists, and recommend options for incorporating bicycle facilities in the redesign of the Columbia Pike Corridor.

Prince William County: Pedestrian Facility Standards for Mixed-Use Development Centers (\$60,000)

The project will update the current inventory of pedestrian facilities, develop a pedestrian facility gap analysis, and create a set of new standards and typical sections for sidewalks and streets in the County's newly adopted activity centers.

STATE OF THE COMMUTE

(Continued from page 1)

cent of the region's workforce – telework occasionally (at an average of 1.3 days per week). According to Nicholas Ramfos, Director of the TPB Commuter Connections program, the rise in telework is largely due to increased employer support for telework programs.

According to the survey, there is a significant possibility for further growth in telework in the region. In addition to the 600,000 current teleworkers, 500,000 respondents said they “could and would” telework if given the opportunity by their employer.

In addition to the regional data, current commuting behavior was described at the sub-regional level, which showed significant differences in commuting choices between the region's core, middle, and outer ring jurisdictions. The three sub-regional categories include: inner core (Alexandria,

Arlington County, and Washington, D.C.), middle ring (Fairfax, Montgomery, and Prince George's Counties), and outer ring (Calvert, Charles, Frederick, Loudoun, Prince William Counties).

The percentage of drive alone commuters was highest in outer ring jurisdictions (76 percent) and the lowest in the inner core (46 percent). In contrast, transit usage was much higher in the region's core (34 percent) than in outer jurisdictions (7 percent).

Biking and walking as a mode of commuting was almost exclusively seen in the inner core (9 percent), whereas carpooling/vanpooling and telework were somewhat higher in the outer ring than in the core and middle ring.

The survey data was collected via telephone survey of 6,629 randomly-selected employed residents of the metropolitan Washington region. A full report will be released

“Employers in the region have enthusiastically embraced telework over the past ten years,” Ramfos said. “They have seen the many economic, environmental, quality of life, and productivity gains that telework provides their organizations, employees, and the region as a whole.”
-Nicholas Ramfos, Director, Commuter Connections

UPCOMING SEPTEMBER AGENDA ITEMS

The TPB's September 15 agenda is expected to include the following items:

- Approval of the Establishment of a Task Force to Determine a Scope and Process for Developing a Regional Transportation Priorities Plan.
- Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program.
- Report on an Overview of Local and Regional Transit Systems Serving the Washington Metropolitan Area.
- Briefing on the “CLRP Aspirations” Scenario, Major Corridor Studies Considering Managed/Priced Lanes in the Washington Region, and a new FHWA Grant to Study Public Acceptability of Pricing Major Roadways.
- Briefing on the COG Grant Application to the Department of Housing and Urban Development (HUD) Sustainable Communities Planning Grant Program.
- Briefing on the Application for a Regional Bike Sharing Project Grant Under the “TIGER II” Program.
- Status Report on the Draft 2010 CLRP, FY 2011-2016 TIP and Air Quality Conformity Assessment.
- Notice Item for an Amendment to the 2009 CLRP and FY 2010-2015 TIP that is not Exempt from Conformity for HOV Ramp Operational Changes on I-66 as Requested by the Virginia Department of Transportation (VDOT).

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. ♦

LAWYERS ROAD GOES ON A “ROAD DIET”

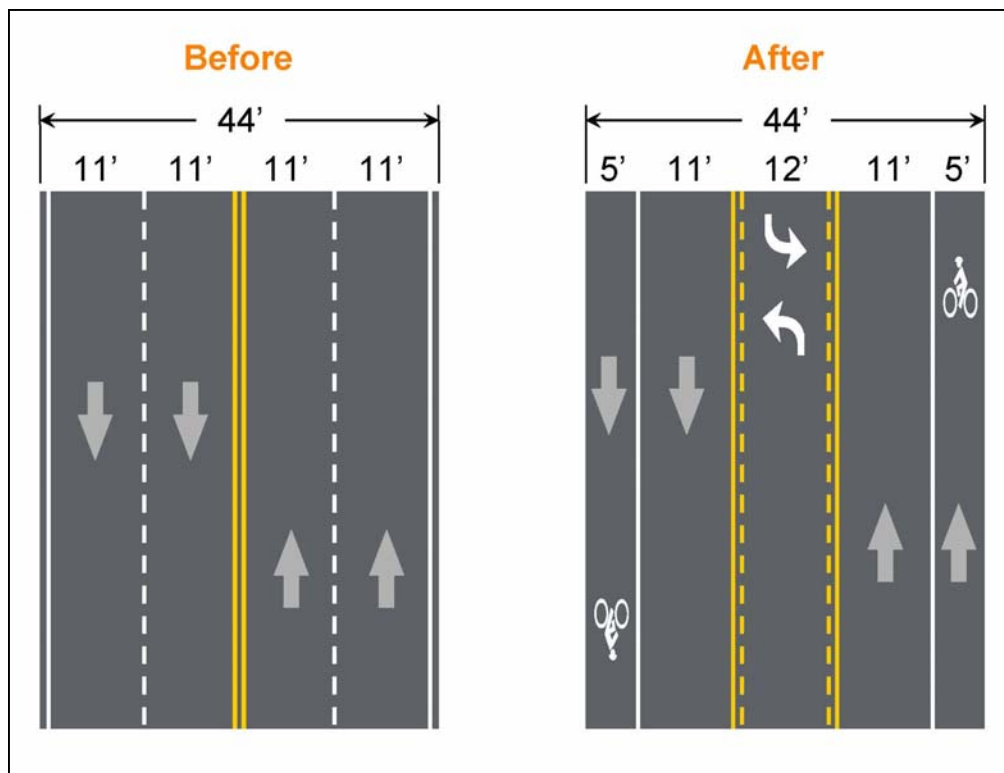
In summer 2009, a section of Lawyers Road in Reston, Virginia, went on a “road diet” to lose two of its four through lanes. The Virginia Department of Transportation (VDOT) and Fairfax County Supervisor Cathy Hudgins said the plan was intended to reduce crashes, improve safety and enhance mobility for motorists and bicyclists alike.

When Lawyers Road was scheduled for routine repaving, VDOT traffic engineers seized the opportunity to reconfigure the four travel lanes between Reston Parkway and Myrtle Lane. Instead of two lanes in each direction, the pavement was marked with a continuous, two-way, left-turn lane down the center of the road, as well as a travel lane and a five-foot bike lane in each direction.

“VDOT has identified a no-cost approach to reduce vehicle crashes and improve safety on Lawyers Road, while also giving cyclists additional travel options,” said Supervisor Cathy Hudgins. “It’s a win-win for all.”

The revised marking plan was implemented in August 2009. While crash data that would help document its safety benefits are not yet available, based on road diets in other parts of the U.S., crashes are expected to drop by at least 20 percent. The most frequent type of preventable crash occurs when a vehicle is rear-ended while stopped in the left lane waiting to turn left. The two-way continuous turn-lane also provides a buffer between opposing directions to help prevent head-on crashes. Other benefits of the road diet include improved sight distance for motorists on side streets and mainline left-turners. The bike lanes significantly improve the environment for cycling on the street.

After the marking change, average speed on Lawyers Road dropped by about 1 mph, from roughly 45 to



Source: Virginia Department of Transportation

The graphic above shows the before and after cross section of Lawyers Road in Reston, Virginia. The “road diet” was implemented by the Virginia Department of Transportation.

44 mph. There was a more notable change in the fastest speeds. Before the road diet, 13 percent of vehicles were recorded at 50 mph or above. After, only one percent of vehicles were recorded at or over 50 mph. In March 2010, after reviewing changes in traffic speeds, VDOT reduced the speed limit from 45 mph to 40 mph.

“Thousands of road diets have been implemented across the country, but this was the first in Northern Virginia,” said VDOT traffic engineer Randy Dittberner. “This stretch of Lawyers Road is an ideal location, because one travel lane in each direction can easily handle traffic volumes, even during rush hour, with only a few seconds more delay.” Lawyers Road handles about 10,000 vehicles a day between Reston Parkway and Myrtle Lane.

VDOT and Supervisor Hudgins conducted significant outreach, including two community meetings to discuss the proposal and answer resident questions. Public support for the changes was overwhelmingly positive. ♦

REGIONAL FREIGHT PLAN

Freight transportation planning and the TPB Freight Program should be continued and enhanced, with special emphasis on public safety, security, environmental, congestion-related, commuter rail and service gaps issues.

- The National Capital Region Freight Plan

(Continued from page 1)

and to summarize current and forecasted freight conditions. Goods movement occurs by truck, rail, maritime, air cargo, pipeline, or a combination of these modes. Trucks carry the majority—approximately 76 percent by tonnage—of goods to, from, and within the region, and make up from 3 to 18 percent of vehicles on major highways in the region. The document identifies regional freight issues such as land-use, environment, safety, and security. A National Capital Region Freight Project Database containing projects beneficial to freight movement within the region was compiled in conjunction with this report.

The Freight Plan includes a list of best practices for regional freight transportation that have been identified by the Freight Stakeholder Subcommittee:

1. Jurisdictions should have one or more staff persons responsible for freight planning in the jurisdiction.
2. Jurisdictional transportation plans should specifically address freight movement issues.
3. Freight railroads should address passenger freight concerns as they advance freight rail projects.
4. States, jurisdictions, and regional planning activities should work to build on available freight data.
5. Regional freight planning activities should be sustained to assist state and local freight integration efforts.

The Freight Plan outlines a number of recommendations to improve freight movement in the region.

1. Freight transportation planning and the TPB Freight Program should be continued and enhanced, **with special emphasis on public safety, security, environmental, congestion-related, commuter rail and service gaps issues.**
2. The TPB Freight Subcommittee and staff should regularly update the TPB and its subcommittees on freight movement issues.
3. The freight industry requires special outreach efforts that include more out of the office and on-site meetings than other transportation planning subjects. Staff should continue proactive outreach efforts to the freight industry and private sector stakeholders as a key aspect of freight planning.
4. TPB freight staff should coordinate with jurisdictions to help produce jurisdiction level freight profiles and encourage enhanced consideration of freight in local planning.

(Continued on the next page)

TPB Alphabet Soup

AFA	Access for All Committee
ARRA	American Recovery and Reinvestment Act of 2009
CAC	Citizen's 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
RMAS	Regional Mobility and Accessibility Scenario Study
TIP	Transportation Improvement Program
TLC	Transportation/Land-Use Connections Program
TPB	Transportation Planning Board
VDOT	Virginia Department of Transportation

- 5. The Freight Program should explore new data opportunities, such as data available from the INRIX, Inc. database, with information based primarily on GPS-equipped commercial fleets, in conjunction with the TPB Congestion Management Process.
- 6. The TPB Freight Program should hold an annual Freight Forum or similar event to raise freight transportation awareness in the National Capital Region.
- 7. The TPB Freight Program should encourage rail stakeholders to coordinate on rail planning and operational issues with the TPB jurisdictions, passenger railroads, and the public.

Following the presentation of the Freight Plan to the TPB, Harriett Tregoning of the District of Columbia Office of Planning spoke about congestion on the rail lines and the conflict that often occurs between freight and passenger rail. She noted that “increased population does not just mean a greater demand for freight. It means a greater demand for commuter rail,” and said she would like to see the Freight Plan address the future need for passenger rail slots.

Patrick Wojahn of the City of College Park asked for more analysis of where the gaps in freight service exist and what steps can be taken to fill those gaps, with

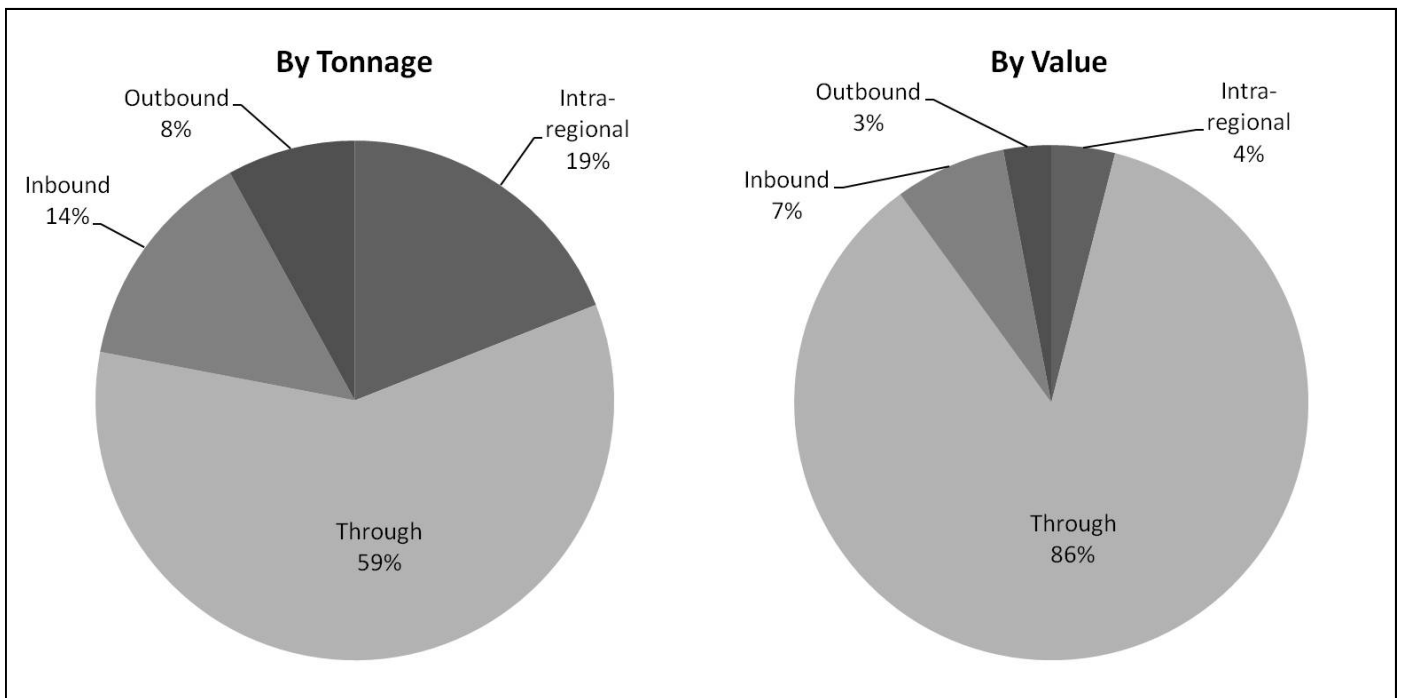
particular focus on reducing the reliance on truck transportation. Kerry Donley of the City of Alexandria said he hoped the Freight Plan would help local jurisdictions protect the public from potential safety concerns that result from decisions made by private rail line operators. He used the example of an ethanol transfer facility in Alexandria that is in close proximity to 6,500 dwelling units, a park, and a public school.

The recommendations contained in the Freight Plan will be carried out by TPB staff and the TPB Freight Subcommittee. There are five objectives the TPB Freight Subcommittee has outlined as part of its mission:

- 1. Provide a voice for freight in transportation planning;
- 2. Recognize freight’s role in economic development;
- 3. Recognize freight’s role in the multimodal system;
- 4. Coordinate transportation and land use planning; and
- 5. Recognize how freight can reduce air quality impacts.

To view the Freight Plan, please visit: www.mwcog.org/freightplan. ♦

Estimated Freight Movement by Tonnage and Value: The graphic below shows tonnage and value for freight movements within, through, into and out of the National Capital Region.





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.).

September 2010

- 3 TPB Technical Committee (9 am)
- 3 TPB Steering Committee (noon)
- 8 Bike to Work Day Steering Committee (10 am)
- 8 Car Free Day Steering Committee (11:30 am)
- 9 Human Service Transportation Coordination Task Force (12:30 pm)
- 9 TPB Citizens Advisory Committee (6 pm)
- 14 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 14 Bicycle & Pedestrian Subcommittee (1 pm)
- 15 Transportation Planning Board (noon)**
- 16 TPB Access for All Advisory Committee: Special MetroAccess Meeting (2:30 pm)
- 17 Travel Forecasting Subcommittee (9:30 am)
- 21 Travel Management Subcommittee (9:30 am)
- 21 MOVES Task Force (10 am)
- 21 Regional TDM Marketing Group (10 am)
- 21 Commuter Connections Subcommittee (noon)
- 21 Ridematching Committee (2 pm)
- 22 Regional Taxicab Regulators Task Force (1 pm)
- 23 Aviation Technical Subcommittee (10:30 am)
- 28 Regional Bus Subcommittee (noon)

October 2010

- 1 TPB Technical Committee (9 am)
- 1 TPB Steering Committee (noon)
- 12 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (10 am)
- 14 Human Service Transportation Coordination Task Force (12:30 pm)
- 14 TPB Citizens Advisory Committee (6 pm)
- 19 Employer Outreach Committee (10 am)
- 19 MOVES Task Force (10 am)
- 20 Task Force on Regional Priorities Planning (10 am)
- 20 Transportation Planning Board (noon)**
- 26 Regional Bus Subcommittee (noon)
- 28 TPB Access for All (AFA) Advisory Committee (2:30 pm)

November 2010

- 5 TPB Technical Committee (9 am)
- 5 TPB Steering Committee (noon)
- 9 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 10 Bike to Work Day Steering Committee (10 am)
- 11 TPB Citizens Advisory Committee (6 pm)
- 16 MOVES Task Force (10 am)
- 16 Commuter Connections Subcommittee (noon)
- 16 Bicycle & Pedestrian Subcommittee (1 pm)
- 17 Transportation Planning Board (noon)**
- 18 Aviation Technical Subcommittee (10:30 am)
- 18 Human Service Transportation Coordination Task Force (12:30 pm)
- 19 Travel Forecasting Subcommittee (9:30 am)
- 23 Travel Management Subcommittee (9:30 am)
- 23 Regional Bus Subcommittee (noon)
- 24 Regional Taxicab Regulators Task Force (1 pm)



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 scrawford@mwcog.org, (202) 962-3237 or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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