



National Capital Region  
**Transportation Planning Board**

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**Technical Committee Minutes**

**For the meeting of  
November 1, 2019**

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**TRANSPORTATION PLANNING BOARD**

Technical Committee Meeting

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**Minutes**

**1. Welcome and Approval of Minutes from the October 4, 2019 Technical Committee Meeting**

The minutes of the October 4, 2019 Technical Committee Meeting were approved unanimously.

**2. STREET SMART Annual Report**

Michael Farrell, TPB staff, noted that unfortunately, pedestrian deaths have risen, and pedestrian or bicyclist fatalities account for nearly one third of all traffic related fatalities.

Continuing, Mr. Farrell referred to a summary slide describing this longstanding program and the FY 2019 Annual Report, which covers the program in detail. He then described what is new with the program, that being the Virtual Reality challenge events, which were rolled out in FY 2019.

He shared that the fall 2019 campaign was kicked off the previous Monday on Florida Avenue NE, which has seen pedestrian fatalities and some mitigation measures by DDOT.

The major new element for FY 2020 is the testimonial videos, where crash survivors or their surviving loved ones speak about their experiences. These videos come in 15-second, 30-second, and 2-minute versions. Mr. Farrell played the long version of the videos in which Nicolas Clark speaks about the death of his fiancée, Georgette Jones, and in which Gwen Ward speaks about the death of her daughter, Christina.

The videos are posted on the StreetSmart web site. At the press event, there was a testimonial wall where people could watch the videos. This testimonial wall will also be present at future public events such as the Virtual Reality challenge events. One intent of the videos will be to tie the training events to the consequences of pedestrian crashes.

He noted that observed reactions to these videos indicate that they are very moving with the purpose of motivating the audience and to reach an audience over areas where our transit advertising historically has not reached. Mr. Srikanth noted that these videos are available in shorter versions to which Mr. Farrell replied that the TV ads will be 15 and 30 second spots.

Gary Erenrich, Montgomery County, shared that although the videos presented were very moving, that it's not clear what the recommended action or takeaway is. He suggested that another piece should be included with each one that lays out the intersection and details on the crash. For example, the person hit on Germantown Road may have been texting. Another member questioned the relevance of Mr. Erenrich's statement to which he replied that it matters in that you want everyone to have smart behavior and that we want to pinpoint the needed change in behavior, whether it be speeding, distraction or both.

Mr. Srikanth said that the message of the video testimonials is not specific to a particular incident or jurisdiction, but more an instigator of emotional compassion regarding the real-life consequences of crashes.

Kristin Calkins, DC Office of Planning, shared that her preference was to not elaborate on the specifics of an incident and that pedestrian texting is not heavily represented in the causes of crashes that she has been privy to as a member of the DC Mayor's Crash Review Task Force, which reviews every fatal crash in the District. Major contributing factors to fatal crashes in the District include intoxication (alcohol and drugs), speeding, and extreme reckless behavior. She noted that what is needed is a change in attitudes, more so than getting down into weeds regarding which party is responsible for these specific crashes.

Another representative asked if there were any testimonials from drivers who had hurt or killed someone. Mr. Farrell replied that we would like to do that, but with a limited budget and time to complete these videos, staff will investigate this idea in the future.

Mr. Farrell then played the 30 second version of the Nicolas video, which will be the primary video of the television campaign. In the Nicolas video, the driver was speeding. There is an emotional part of the videos to get people's attention, and then the call to action. The testimonial is in the speaker's own words, with some preparation. He concluded and recognizing that the most important aspect of the video is that they be their own story.

### **3. Draft 2016-2020 PBPP Highway Safety Targets**

Jon Schermann, TPB Staff, updated the committee on recent regional safety trends, reviewed progress towards the 2014-2018 safety targets, shared the staff recommended 2016-2020 safety targets, and updated the committee on proposed resolutions in response to the board's input at the October TPB meeting.

Continuing, he noted that the performance for each of the five performance measures was updated from what was shown last month, due to the recent release of the 2018 NHTSA FARS data. Since the number of fatalities reported through FARS was lower than state estimates, the improvement between calendar years 2017 and 2018 is larger than what was reported last month, but is still not enough for the region to meet its 2014-2018 fatality, fatality rate, and nonmotorist targets which were set two years ago. However, the regional targets for the number of serious injuries and the serious injury rate were met.

Mr. Schermann then reviewed the methodology staff used to develop the latest set of regional safety targets (2016-2020). He noted that it is the same method as was used to set our previous targets. This methodology consists of developing sub-targets for each state's portion of the National Capital Region (NCR) using the respective state methodologies, and then mathematically combining them into a single set of regional targets. The targets are then capped at the previous year's level.

The resulting 2016-2020 staff-proposed targets for the NCR are:

- Number of fatalities 253.0
- Fatality rate (per 100 MVMT) 0.588
- Number of serious injuries 2,692.1
- Serious injury rate (per 100 MVMT) 6.110
- Number of nonmotorist fatalities and serious injuries 508.6

During the October TPB meeting, board members indicated support for two ideas to improve safety in the region: 1) requiring periodic renewal of driver's licenses to be contingent on passing a written exam, and 2) encouraging reciprocity among the three member states with respect to automated enforcement citations. Mr. Schermann noted that staff was working on these ideas in consultation with COG's legal team and that any draft resolutions or other requests for board action would not be ready until December.

Bob Brown, Loudoun County, noted that it might be easier to implement a requirement for new drivers relocating from other states to take a written test than to make everyone do it periodically. Mr. Schermann supported the idea suggested by Dan Malouff, Arlington County, to work together to find some way to obtain "rate" information for the nonmotorist fatalities and serious injuries and noted that the amount of data on the numbers of pedestrians and bicyclists is continually increasing. Mark Rawlings, TPB Technical Committee Chair, noted that if the board is not able to act on the staff developed resolutions related to driver testing or automated enforcement citation reciprocity by December, that given the anticipation of new board members in January, that these new views may influence the direction of these goals moving forward. Kanti Srikanth, TPB Staff Director responded in noting that, while some turnover is expected, TPB staff would be providing context as needed consistent with any request for action by the board and that such a context would be explicitly stated within the whereas clauses of any future resolution(s).

#### **4. National Scan of MPO PBPP Targets**

Matthew Gaskin, TPB staff, provided a brief presentation on research pertaining to other MPOs and their existing targets where concerning Performance Based Planning and Programming (PBPP). Mr. Gaskin noted that this presentation was not a comparison of actual performance, but on the targets themselves. The presentation provided an assessment of the PBPP targets for the top 10 MPOs (based on population) with the inclusion of the Baltimore Regional Transportation Board (BRTB) and the Richmond Regional Transportation Planning Organization (RRTPO), which are relevant given their proximity to the National Capital Region Transportation Planning Board (TPB) planning area.

Some highlights from the presentation included the following: Of all the MPOs examined NCRTPB was the only MPO that elected to develop their own targets; In terms of highway infrastructure performance targets, the NCRTPB is above the average; In terms of system reliability the region's performance targets are below average. In the coming years more research will be done on the actual performance of these comparable MPOs. There were no questions at the end of this presentation. A summary presentation will be provided to the TPB during the November meeting.

#### **5. Regional Travel Survey Briefing: Alternative Travel Options**

Dr. Kenneth Joh, TPB staff, provided an update on the 2017-2018 Regional Travel Survey (RTS), a once-in-a-decade household travel survey for the National Capital Region. As part of the ongoing presentation of the findings from the RTS, Dr. Joh's presentation shared results from a series of new recruitment survey questions that focus on the use of alternative travel options, which reduce reliance on single occupancy vehicle (SOV) driving throughout the region.

A question was raised by Mr. Brown, Loudoun County, seeking clarification on what the percentages meant on Slide 13 (e.g., 5% of Loudoun County uses public transit 3-5 weekdays a week). Dr. Joh explained that the percentages represent the share of residents aged 16 or older that use public transit.

A subsequent question was asked by the committee as to whether the survey asked about bicycle use for all trips or only for commuter trips (Slide 26). Dr. Joh responded that the survey included both commuter and non-work trips.

Mr. Srikanth stated that the findings are preliminary, and more time will be needed in order to conduct additional cross tabulations. He stated that from the universe of data from the RTS, the cross tabulations will inform TPB and planning and programming goals of TPB jurisdictions. He also requested that the committee provide the types of RTS information that would be helpful for their jurisdictions.

Mr. Brown noted that the Dulles Greenway is not a HOV facility (Slide 19) and suggested adding that to the list of toll roads on Slide 22. Dr. Joh agreed to make the change.

A committee member noted that using a travel option "at least once" may not be worthy of emphasis and suggested using another column from the table to show travel option use "once to two times per week or less". Dr. Joh acknowledged his appreciation for the suggestion.

Mr. Erenrich noted that taxis are not one of the alternative travel options listed. Dr. Joh replied that selected alternative travel modes were included in this set of questions, and taxis were not included. Continuing he noted that taxi use and TNC use will be examined more closely when analyzing the actual observed trips from the Trip File.

Jamee Ernst, City of Takoma Park, asked whether it would be possible to break down Montgomery County into "down" county and "up" county. Dr. Joh responded that, because it is a regional travel survey, it would be difficult to aggregate data below county-level jurisdictions due to sample size limitations. Tim Canan, TPB Planning Data and Research Program Director, added that it may be possible to conduct sub-jurisdictional cross tabulations at some point and evaluate whether this

would be feasible. Mr. Srikanth noted that there are differences in opinions between planners and statisticians, but we can examine how to present RTS information in a manner that can be useful to member jurisdictions.

Ms. Calkins stated that she hopes the presentation receives adequate time at the TPB meeting. She also mentioned that there was a question about car ownership at the last TPB meeting, so sharing information about that would be useful, especially in relation to household size. Mr. Srikanth responded that briefings will be made based on certain themes, and this will be rolled into the final RTS findings. However, the next TPB presentation will focus on alternative travel options.

Mark Phillips, WMATA suggested a supplement to show public transit use for the WMATA compact area (Slide 13). Mr. Srikanth responded this will not be done for the TPB meeting and staff will make a note when jurisdictional level summaries begin developing.

An additional question was asked as to whether the questions were structured in a way to understand when people used a combination of modes. Dr. Joh responded that mode combinations will be examined when the actual observed trips from the Trip File are analyzed.

George Phillips, Prince William County, asked whether vanpool and carpool can be broken out separately. Dr. Joh responded that this can be done with actual observed trips from the Trip File as these were treated as separate modes.

A committee member asked if there was a reason why walk trips were not asked, and whether it would be possible to see the correlations between each mode (e.g., HOV to transit). Dr. Joh responded that we are interested in getting more information on walk access/egress and it would be more appropriate to use data from the Trip File, which represent actual observed trips. Nicole McCall, TPB staff, asked Dr. Joh to explain the different data files from the RTS. Dr. Joh explained that there are four different files in the RTS: Household, Person, and Vehicle Files from the recruitment survey (where the alternative travel option questions are derived) and the Trip File from the travel diary which requires every household member to record all trips taken on their assigned travel day.

Mark Moran, TPB staff, asked for clarification on what “at least once” means to which Dr. Joh responded that “at least once” means at least once in a lifetime.

## **6. Metro Summer 2019 Platform Shutdown: Traffic Impacts**

Andrew Meese, TPB System Performance Planning Program Director, began by referring to a PowerPoint presentation and the memorandum that had been shared in the mailout. He shared that six stations on the Blue and Yellow Lines south of Reagan National Airport were shut down in summer 2019 in the City of Alexandria; and Arlington and Fairfax Counties. TPB partner agencies had anticipated that about 17,000 weekday transit riders were impacted.

Several alternative arrangements were provided to riders that were displaced by the shutdown. Other agencies are anticipated to produce reports on additional data/information that were collected during and around the shutdown period; the scope of this TPB staff analysis was limited to highway traffic delay impacts using vehicle probe data.

Staff presented analysis of congestion before, during, and after the shutdown. The shutdown ran from May 25, 2019 (the weekend of Memorial Day) to the week after Labor Day, with rail service restored on Monday, September 9, 2019.

Probe data were obtained from the Regional Integrated Transportation Information System (RITIS) and analyzed with the Probe Data Analytics (PDA) suite, which is hosted on RITIS. Data presented to the committee were for inbound trips (toward the Pentagon and downtown Washington, D.C.) weekdays from 6:00 AM to 10:00 AM (holidays included).

Periods of varying length, but similar in characteristics, were analyzed, with one-week time frames near the beginning and end of the shutdown, and longer periods before and during. Graphs

displaying median travel times, in addition to minimum and maximum travel time for each analyzed time period, were shown for several major roadway routes in the vicinity of the shutdown. Also analyzed were routes generally used by special shuttle bus service run during the shutdown.

Generally, travel times and delays analyzed for the roadway and shuttle bus routes were within norms for the area, and did not show an unusual increase or other trend during the period. Many corridors had relatively little variation in travel times. There was some impact observed during the first week of the shutdown. Differences between the managed lanes along the I-95/I-395 corridor and the conventional lanes in the same corridor were reviewed, with the median travel time generally being close to the minimum travel time for the managed lanes and the median travel time significantly higher than the minimum for the conventional lanes, with maximum travel time reaching 71 minutes for the I-95/I-395 conventional lanes on one day.

Staff also analyzed bottlenecks with a bottlenecks tool feature in the PDA suite but here again, the changes in bottlenecks were not made significantly worse by the shutdown.

Transit apparently was able to retain most of the 17,000 patrons during the shutdown period. Only 2,000 to 3,000 person trips were lost during the shutdown – given that traffic volumes on the I-395 corridor are about 125,000 vehicle trips per weekday, adding on the order of 2,000 or 3,000 vehicle trips (at the higher end) would have been a fairly small impact on the highway system.

In response to a question from Jim Maslanka, City of Alexandria, Mr. Meese stated that staff did not compile or analyze roadway improvements (including signal retiming and removal of parking) or transit improvements that were implemented in anticipation of the shutdown, though jurisdictions/road owners who implemented these changes may have done so. Mr. Srikanth remarked that education and outreach helped (together). Mr. Maslanka said that the City of Alexandria did implement some changes to ease travel for the shuttle buses, including removal of left turn prohibitions at a critical intersection. He also suggested that a similar analysis be done of these roads after January 1, 2020 to see what the impacts of converting the I-395 HOV lanes to managed (HOV/Toll lanes) was. Mr. Meese noted that there are many factors that influence travel, so attributing changes in travel time and congestion to any one cause should be done with caution. The City of Alexandria was anticipated to present a “lessons learned” report to its city council soon.

In response to a question from Ms. Calkins regarding whether comparing shutdown period data to one-year prior data was considered by staff, Mr. Meese said that staff had not considered this, and could do so (data are available). He noted caveats on private-sector-sourced probe data, whether data changes are true “in the field” or caused by methodology changes inside the vendors’ “black boxes”. He also noted that delays increased in the three weeks after the shutdown was over, potentially being evidence that the impacts of seasonal changes and shifting roadway construction zones could be much higher than changes caused by a Metro shutdown.

## **7. MARC Cornerstone Plan**

Kyle Nembhard, Maryland Transit Administration, briefed the committee on the new MARC commuter rail long-range plan. The name of the plan stems from the four cornerstones of MTA’s strategic vision: safety, efficiency, reliability, and world-class customer service. He provided the vital statistics for the MARC service area and the three lines: Pen., Camden, and Brunswick. He then reviewed the development of the plan and its call for short-term, medium-term, long-term, and ongoing investments in the areas of vehicles, stations, guideways, facilities, systems, and service. The critical factor affecting any service expansion for MARC is the lack of storage and maintenance facilities, with enough current space to store only one more trainset, at Riverside Yard, for the entire network. Until more facilities are built, MARC can’t add any more service, though that would also depend on having the vehicles and getting permission to operate from the Amtrak and CSX as the principal guideway owners.

He then went on to review in more detail some of the key investments that are taking place in the short-term or are needed in the longer-term in each investment area. He also discussed transit-

oriented development plans and the opportunities of run-through service into Northern Virginia, as currently being studied by the TPB. Lastly, he went into more detail on each of the three lines on what expanded service might look like in terms of express, local, and branch line service. A flowchart for each line then described the critical projects and order of magnitude costs that would be required to provide such expanded service.

David Edmondson, City of Frederick asked if MARC was considering diesel multiple units (DMUs), or independently powered railcars. Kyle responded that neither electric nor diesel multiple units are being considered by MARC, though the service did have some DMUs when it started. The rail service is set up to operate using locomotives and passenger cars as most efficient; substantial changes would have to take place to cause this to be reconsidered. Regarding electrification, it is unlikely that CSX would ever permit electric catenary to be installed on the Brunswick and Camden lines. The Penn line is electrified of course, but interoperability is very important to MARC.

Tim Canan noted that the TPB run-through service study being coordinated by Nicole McCall and himself includes Kyle as an advisory member and is incorporating the MARC Cornerstone plan into its work products.

### **8. Public Participation Plan Update**

Bryan Hayes, TPB staff, presented on staff's ongoing work to update the TPB's Public Participation Plan. He shared that the original plan was approved in 2007 and that it was most recently updated in 2014. He stated that, now is a good time to update the plan because staff have made significant outreach improvements, including work on Visualize 2045, and these improvements should be included in the TPB's official framework for public engagement. He referred to his memo and described the process for updating the plan. He noted that staff are currently gathering information. He informed members that the next step is to frame a general approach to the plan, then share that approach with stakeholders including the technical committee. Based on that input, staff will develop a draft of the plan early in 2020. He concluded in noting that the goal is to have the plan approved by the board in spring 2020.

### **9. Citizens Advisory Committee Update**

Bryan Hayes, TPB staff, began in noting that every fall staff recruit for the following year's Citizens Advisory Committee (CAC). He stated that this year staff are doing something different. Instead of the typical approach for recruiting members, people already on the committee will be invited to serve again in 2020. He noted that the reason for this change is that parallel to updating the Participation Plan, staff are also exploring ways to help the committee better represent the region and build a strong relationship with the board. It is a good time to do this because we are already considering various ways to enhance the role that the public plays at the TPB. Staff also received some good feedback from CAC members and other TPB stakeholders as part of the evaluation of participation activities that was completed earlier this year. Staff plan to wrap up this planning process for the CAC by summer so that recruitment can start for the 2021 CAC in late summer or early fall 2020.

He then summarized the process for selecting members for the 2020 committee. First staff will invite current members and alternates to return for 2020. If there are any vacancies, they will be filled with past CAC applicants, members, and suggestions from TPB officers. Participation for 2020 will be confirmed in December, and the new committee will start in January 2020.

Mr. Erenrich asked if graduates from the Community Leadership Institute are good candidates for the CAC. To which Mr. Hayes replied in the affirmative and noted that these individuals will be added to the list of possible groups to draw on when filling vacancies.

## **10. Other Business**

### **• Association of MPOs Annual Conference**

Lyn Erickson notified the committee about TPB staff's recent participation in the annual AMPO conference where TPB staff gave presentations on equity emphasis areas, safety, dockless mobility, the federal certification review, and Visualize 2045. She noted that staff will be drafting a summary of these activities to share with the TPB.

### **• TLC Update**

John Swanson shared that staff have chosen the consultants for all the new TLC projects and have begun to schedule the series of kickoff meetings. The deadline for the project is the end of May. The solicitation for the new round of projects will take place a month earlier than usual. Members should anticipate receiving that announcement at the beginning of January.

### **• Station Access update**

John Swanson noted that staff have been working on the development of a list of transit access focus areas which are priority locations with the goal of focusing attention for pedestrian and bicycle improvements. Staff will be returning to the committee to share in more detail about the development of that list. Also, staff has recently held a kickoff meeting with Arlington County staff where feedback was provided on the roll out. Additionally, staff has reached out to all the member jurisdictions and is hoping to schedule meetings. Staff will return with a list of nearly 50 station areas that will be prioritized and then compile a final list that will be presented to the TPB.

### **• 7 Day Panel (Tim Canan)**

Tim Canan provided an update on the 7 Day Panel initiative sharing that this activity was designed for the use of smart phones to conduct a survey on regional travel. He noted that work is still underway and the target for households was 800 – 1000. So far 946 have been completed. Staff are pleased with the progress and hope to exceed the original goal before the deadline later in November. Staff will then evaluate the data and report back to the committee.

### **• Freight – curbside**

Jon Schermann noted that staff have been tasked by the UPWP to hold a regional curbside forum, which staff will create by the end of the FY 2020, likely in June. He noted that historically curbside discussions were not taking place at the regional level however in recent years for example with the expansion of e-commerce, there are many more truck deliveries to the curb and that there are varying regulations across the region that are not all compatible. This need is now being elevated as a regional issue. He noted that staff will be reaching out to DDOT, which has been significantly investing in this topic area, and ask that they present to the committee soon.

### **• Request for presentations on local projects which exemplify the seven endorsed initiatives**

Lyn Erickson briefly mentioned that staff are always interested to receive ideas or updates on projects of this nature and to please reach out to her if an agency or jurisdiction is interested in sharing with the technical committee or TPB.

### **• TPB 2020 Meeting Calendar notice**

Lyn Erickson drew the committees' attention to the recently created calendar for the TPB meeting schedule for the upcoming year and pointed out the two months when the meeting schedule will be irregular, this being January and July where the meeting will take place on the fourth Wednesday of the month as opposed to the traditional third Wednesday.



**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE – November 1, 2019**

DISTRICT OF COLUMBIA

DDOT                      Mark Rawlings

DCOP                      Kristin Calkins

MARYLAND

Charles County            Alex Waltz

Frederick County        Ron Burns  
City of Frederick        David Edmondson

Gaithersburg            -----  
Montgomery County    Gary Erenrich  
Prince George's County Anthony Foster

Rockville                -----  
M-NCPPC                -----  
MDOT                      -----  
Takoma Park              Jamee Ernst

VIRGINIA

Alexandria                Jim Maslanka  
Arlington County        Dan Malouff  
City of Fairfax            -----  
Fairfax County            Malcolm Watson  
Falls Church              -----  
Fauquier County         -----  
Loudoun County          Robert Brown  
Manassas                 -----

NVTA                      Sree Nampoothiri  
NVTC                      Dan Goldfarb  
Prince William County    George Phillips  
PRTC                      -----  
VRE                        Sonali Soneji  
VDOT                      -----

                              Regina Moore  
VDRPT                      Ciara Williams

NVPDC                    -----  
VDOA                      -----

WMATA

Mark Phillips  
Charles Dingbloom

FEDERAL/REGIONAL

FHWA-DC                 -----

FHWA-VA                 -----

FTA                        -----

NCPC                      -----

NPS                        Laurel Hammig

MWAQC                  -----

MWAA                    -----

COG STAFF

Lyn Erickson, DTP  
Tim Canan, DTP  
Andrew Meese, DTP  
Mark Moran, DTP  
Abigail Zenner, DTP  
Brandon Brown, DTP  
Charlene Howard, DTP  
Daivamani Sivasailam, DTP

Dusan Vuksan, DTP

Eric Randall, DTP

Jessica Mirr

John Swanson, DTP

Jon Schermann, DTP

Kenneth Joh, DTP

Matthew Gaskin, DTP

Michael Farrell, DTP

Nicole McCall, DTP

Nick Suarez, DTP

Patrick Zilliacus, DTP

Ray Ngo, DTP

Sanghyeon Ko, DTP

Sergio Ritacco, DTP

Stacy Cook, DTP

William Bacon, DTP

Yu Gao, DTP

Paul DesJardin, DCPS

Greg Goodwin, DCPS

OTHER

Toria Lassiter, MDOT SHA

Darren Bean

Keela Butler, VDOT

Michal Trinh, VDOT

Mitsuru Tanaka, EXP