

# **National Capital Region Transportation Planning Board**

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

## **Item #5**

### **MEMORANDUM**

**October 19, 2011**

**TO:** Transportation Planning Board

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

**RE:** Letters Sent/Received Since the September 21<sup>st</sup> TPB Meeting

The attached letters were sent/received since the September 21<sup>st</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the October 19<sup>th</sup> TPB agenda.

Attachments

District of Columbia Office of Planning



Office of the Director

Ronald F. KIRBY  
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
DIRECTOR OF TRANSPORTATION PLANNING  
777 NORTH CAPITOL STREET, N.E., SUITE 300  
WASHINGTON, DC 20002-4239

Dear Mr. Kirby:

Effective immediately, the Office of Planning would like to designate Mr. Art Rodgers as my alternate to the National Capital Region Transportation Planning Board. Art will replace Colleen Mitchell, who is currently on extended family medical leave.

Should you have any questions, please do not hesitate to contact me at 202 442-7634.  
Thank you.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Harriet Tregoning'.

Harriet Tregoning  
Director, Office of Planning

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

## Memorandum

TO: Transportation Planning Board

FROM: Patrick Wojahn  
Chair, TPB Access for All (AFA) Advisory Committee  
College Park City Council

SUBJECT: AFA Comments on 2011 Draft Financially-Constrained Long-Range Transportation Plan and General Transportation-Related Concerns of the Committee

DATE: October 13, 2011

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The TPB Access for All Advisory (AFA) Committee received a presentation on the significant changes to the Draft 2011 Financially Constrained Long Range Transportation Plan (CLRP) at its July 14, 2011 meeting. During a roundtable discussion, the AFA provided the following comments on projects in the plan, and raised several other concerns about issues for low-income communities, minority communities and people with disabilities and suggestions to address these issues at the regional and local level. The AFA is submitting the following comments based on discussion at the July 14, 2011 meeting and other discussions during AFA meetings in 2011.

### Specific Comments on New Projects and Significant Changes in the CLRP

Community bus service should be maintained and expanded.

- Community bus service is a frequently used mode of transportation by people with low-incomes, minority communities, those with limited-English skills and persons with disabilities, many of whom do not have the ability to own a car. Bus service is also important for people who choose not to own a car. The AFA encourages the District of Columbia Department of Transportation to invest further in bus lanes. The AFA also asks that the Virginia Department of Transportation and local governments ensure that bus service isn't negatively affected after the addition of rail along the Dulles corridor and is a key component of HOT Lanes on I-95/I-395 and the Capital Beltway.

## General Comments on Transportation-Related Concerns

State and local transportation agencies should review and improve pedestrian infrastructure when road facilities are being upgraded.

- Due to the importance of safe and accessible pedestrian infrastructure for people with disabilities, those with limited incomes, minority communities and people with Limited English skills, transportation agencies should bring bus stops, signal timing, crosswalks and sidewalks to ADAAG standards (ADA Accessibility Guidelines for Buildings and Facilities) when roadway improvements are being made, including audible pedestrian signals with voice technology.

The AFA supports the creation of a Regional Complete Streets Policy, and has made specific recommendations for addressing safe and accessible pedestrian infrastructure to the TPB Bicycle and Pedestrian Subcommittee, including the need for:

- Accessible pedestrian signals, markings, and signage at intersections.
- Audible, visual, and vibro-tactile information features at bus stop and bus bays;
- Adequate crossing times at intersections to allow people with disabilities and older adults to safely cross; and
- As roadways are being constructed or upgraded, safe pedestrian access for people with visual and physical disabilities must be maintained.

The AFA is very concerned about how the drastic MetroAccess fare increases, and limited payment options, have impacted the most vulnerable populations in the region.

- MetroAccess riders are having difficulty paying for high MetroAccess fares (which can be up to \$7 a trip) and asks that the WMATA Board consider reducing the very high fares to ensure that the most vulnerable populations can meet their daily travel needs.
- AFA members report that customers are having difficulty with the limited fare payment options and recommend that WMATA make MetroAccess fare payment as easy as possible by allowing transit fare cards or other payment options than the pre-paid electronic accounts.

WMATA should implement other MetroAccess cost-saving options and restructure the contract.

- The AFA requests a briefing from WMATA staff about the status of the cost-saving MetroAccess recommendations transmitted to the WMATA Board in April 2010, including the use of taxis, self-insurance, fare options and changing the contract structure.

- The AFA applauds WMATA's outreach to solicit public feedback on restructuring the MetroAccess contract. Since 2008, the AFA has recommended that WMATA change the MetroAccess contract structure to lessen the concentration of responsibilities and operating functions in any one company.

The AFA committee expressed concern about the impacts of major construction of transportation projects on minority-owned businesses.

- In order to implement several of the major capital projects included in the CLRP, access to minority-owned establishments along commercial corridors may be reduced due to construction. The AFA would like to know how State and Local DOTs assess impacts of major construction on these businesses and if the projects include mediation or compensation for the affected parties.
- The AFA would also like to stress the importance of multi-lingual outreach to limited English speaking populations that will be affected by the construction.

The AFA recommends that WMATA offer alternative methods of providing the information in scrolling electronic signs in Metrorail stations and rail cars to passengers with visual impairments.

- Electronic signs that include scrolling information help keep Metrorail riders informed in Metrorail stations and rail cars. However riders with visual impairments do not receive that same information as other riders who can read the signs. The AFA recommends that WMATA include alternative methods for communicating with visually impaired customers, such as audible messaging, to ensure that these riders are receiving the same information as others.
- The AFA would like to see a pilot program for providing information to visually impaired riders in a limited number of trains and key stations throughout the Metropolitan area.