



## BOARD DISCUSSES, APPROVES 2015 CLRP AMENDMENT

The TPB approved the 2015 Amendment to the Constrained Long-Range Transportation Plan (CLRP) at its October 21 meeting, making additions and changes in the slate of projects expected to be completed by 2040. The plan was approved with a divided vote.

This year's CLRP amendment included seven major new projects or changes to projects already in the plan. Among the additions was a project to convert road lanes to bicycle lanes in the District of Columbia and another to build a Bus Rapid Transit system to run on a dedicated transitway between the Huntington Metrorail station and the Woodbridge VRE station in Virginia. Changes to existing projects included the removal of the Columbia Pike and Crystal City street-

car lines in Virginia and removal of a streetcar spur to the Minnesota Avenue Metrorail station in the District.

The projects that received the most comment from the public and discussion from the Board were both related to I-66, one inside the Capital Beltway, and the other outside the Beltway.

VDOT is planning to convert I-66 inside the Beltway to a managed express lanes facility by 2017, with tolling in both directions during morning and evening peak periods. Cars with three or more people would travel for free. The proposal also calls for widening a portion of the highway by 2040, from Fairfax Drive to the Beltway. Additionally, the project would include enhanced bus

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## FALL 2015 STREET SMART SAFETY CAMPAIGN UNDERWAY

The TPB's twice-yearly Street Smart safety campaign is currently underway to raise awareness about pedestrian and bicycle safety.

The campaign uses mass media to reach millions of Washington area motorists, pedestrians, and bicyclists. The campaign officially kicked off on Tuesday, October 27, and will run through Thanksgiving. During that time, dozens of area buses and bus shelters will don Street Smart's award-winning "Tired Faces" outdoor advertisements calling on motorists, pedestrians, and

bicyclists alike to be on the lookout for one another and to take steps to reduce the likelihood of collisions.

The campaign's key safety messages will also be broadcast on area radio and television stations and in numerous local newspapers. Street-level marketing teams will wear posters, hand out safety tip cards, and engage with pedestrians and bicyclists. And ads on tops of gasoline pumps will aim to reach motorists in parts of the region where the outdoor advertising on buses and bus shelters is less prevalent.

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### Upcoming meetings and items of interest:

**TPB Meeting: November 18, 2015**

- Approval of an amendment to the FY 2016 UPWP to revise the budget and work elements
- Briefing on the draft Call for Projects and schedule for the Air Quality Conformity Analysis of the 2016 Amendments to the CLRP and the FY 2017-2022 TIP

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## 2015 CLRP AMENDMENT APPROVED

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service and improvements to the bicycle and pedestrian network around the corridor. The project is expected to cost \$350 million, with revenue generated through tolls to be used to fund future transit enhancements.

Outside the Beltway, VDOT is proposing to reconfigure I-66 to have three general-purpose lanes and two managed express lanes in each direction by 2022. One express lane in each direction would be built new, and the other would come by converting an existing high-occupancy vehicle (HOV) lane. Cars with three or more occupants and buses would travel for free on the new express lanes. Additionally, the project includes new high-frequency bus service and the construction of new park-and-ride lots. The cost of this project would be between \$2-3 billion.

Board discussion about the I-66 projects varied. Representatives from outer jurisdictions, like Jonathan Way from Manassas, said that the new tolls on I-66 would harm people living in his city who commute into the region's center.

Similarly, Scott York, from Loudoun County, agreed and said that he preferred to delay the vote to see if alternative funding can be found for the I-66 project outside the Beltway. He did add that there are many projects in the CLRP that his community supports.

TPB Chairman Phil Mendelson, from the District of Columbia, wondered whether the Board was ready to vote on the CLRP, and suggested delaying the vote by a month. Several Board representatives from outer jurisdictions agreed that delaying the vote on the CLRP could provide enough time to work with VDOT to address community concerns.

Representatives from the inner suburbs of

Virginia, including Timothy Lovain from Alexandria and Jay Fissette from Arlington, said that they were in favor of approving the plan.

Linda Smyth, from Fairfax County, said that she appreciated all the work that VDOT has done to make the I-66 projects more responsive to community needs. She added that she looks forward to working with VDOT in the next year to evaluate the impacts that the proposed changes to I-66 might have on corridors that parallel the interstate highway.

Renée Hamilton, from VDOT, said that her agency would be able to provide more details on the CLRP projects at the January meeting.

The Board decided to move forward with the vote during the October meeting. In the final vote, the 2015 CLRP Amendment was approved with nine votes in opposition.

“The TPB did move forward, but it moved forward with the understanding that VDOT is going to come back in January and that we will see further refinements to what is being proposed,” said Mendelson.

The Board's approval of the 2015 CLRP Amendment followed several months of analysis, including the federally required Air Quality Conformity Analysis.

The next annual update of the CLRP is anticipated to kick off in December, when the TPB approves the official Call for Projects to solicit new projects or changes to existing projects to include in the 2016 amendment.

To see all the materials related to the 2015 CLRP Amendment, visit [www.mwcog.org/CLRP2015](http://www.mwcog.org/CLRP2015). ♦

## PUBLIC COMMENTS ON 2015 CLRP AMENDMENT

People from across the Washington region took the time to comment on the 2015 CLRP Amendment by submitting written statements and messages or by speaking at the TPB's October 21 meeting.

Seventy-eight written comments were received during the public comment period, which ran from September 10 to October 10. Statements were submitted by individuals, non-profit organizations, and the Metropolitan Washington Air Quality Committee (MWAQC).

In a memo presented to the TPB at the October meeting, TPB staff summarized the received written comment and responses. Most of the comments focused on VDOT's projects on I-66 both inside and outside the Capital Beltway.

Thirty-one of the people who commented on the plan expressed some level of support for both I-66 projects. Among those comments many called for the projects to be implemented more quickly, especially the road widenings. VDOT responded that road widenings on I-66 will only happen after the effectiveness of tolling and multimodal enhancements have been evaluated.

Others opposed some elements of the inside the Beltway I-66 projects. Some said that tolls should not be imposed in both directions on I-66, and that toll revenue should be used solely to reduce congestion in the I-66 corridor. VDOT said that the proposed tolling is necessary to fund the multimodal elements of the project. Others said that improvements should be made on other facilities parallel to I-66, to which VDOT responded by identifying a number of projects already in the CLRP to widen routes parallel to I-66.

Commentors who opposed the portion of the project outside the Beltway expressed concern about having an adverse impact on community health and the adverse impact that widening of Gallows Road will have on residents who will

lose their homes. VDOT responded that the project is still in the environmental review and the conceptual design phases, meaning that the final details of the project are unknown and likely to change. Other comments said that expanding I-66 outside the Beltway will induce sprawl, to which VDOT responded that the project was designed to accommodate future travel demand by providing new transit options in addition to more road capacity.

Another group of comments were submitted about the CLRP in general and the process for developing the CLRP. Among other things, these comments encouraged the TPB to use the CLRP process to decrease greenhouse gas emissions, better align projects with goals from the Regional Transportation Priorities Plan, and evaluate projects to determine which are most cost-effective.

MWAQC also submitted comments supporting the findings of the Air Quality Conformity Analysis and urged the TPB to continue its commitment to reducing vehicle miles traveled (VMT) and vehicle-related emissions.

For a summary of responses to the written comment, including VDOT's detailed response, visit: [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment).

In addition to the written comments, 17 members of the public shared their thoughts on the CLRP at the TPB meeting on October 21. People who spoke at the meeting included residents from Vienna and Donn Loring and representatives of the Virginia Sierra Club, the Greater Washington Board of Trade, AAA Mid-Atlantic, the Northern Virginia Transportation Alliance, the Fairfax Chamber of Commerce, the Suburban Maryland Transportation Alliance, and the Coalition for Smarter Growth.

To listen to the public comment from the October 21 TPB meeting visit [www.mwcog.org/TPBmtgLIVE](http://www.mwcog.org/TPBmtgLIVE).

# STREET SMART KICK-OFF

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Each year, the fall Street Smart campaign is timed to occur around the end of Daylight Saving Time, when more people are commuting home or running after-work errands in the dark.

Street Smart got its start in 2002 as a cooperative effort by local, state, and federal agencies to reduce the number of pedestrian and bicyclist injuries and deaths in the Washington region.

The kick-off event, held on October 27 in Alexandria's Market Square, featured local law enforcement personnel, elected leaders, and transportation officials who gathered to



Law enforcement officers and agency officials kick off Street Smart in Alexandria's Market Square on October 27, 2015.

announce the beginning of the multi-week enforcement of traffic safety laws.

Learn more about Street Smart at [beststreetmart.net](http://beststreetmart.net) and follow the campaign at [twitter.com/COGStreetSmart](https://twitter.com/COGStreetSmart). ♦

## Street Smart Safety Tips

### For Motorists

- Look twice for people in crosswalks and yield to pedestrians and bicyclists.
- Be careful when passing stopped vehicles.
- Yield to pedestrians and cyclists at intersections when you're turning.
- Allow three feet when passing bicyclists.
- Look for cyclists and cars before you open your door.
- Slow down and obey the speed limit.
- Avoid using your cell phone while driving.

### For Pedestrians

- Cross the street at the corner and use marked crosswalks when they're available.
- Wait for the "Walk" signal to cross the street.
- Before crossing look left, right, and left again.

- Be seen! If you're walking after dark or in bad weather, make it easier for drivers to see you by wearing light clothing or something reflective.
- Don't text while you're crossing the street.
- If you're on an off-street trail, obey all posted signage and approach intersections with caution.

### For Cyclists

- Obey all traffic signs and traffic lights.
- Ride in the direction of traffic, at least a car-door-width away from parked cars.
- Use hand signals so drivers, cyclists, and pedestrians know what you're going to do.
- Always wear a helmet.
- Use lights if you're riding in the dark.
- If you're on an off-street trail, obey all posted signage and approach intersections with caution.

## TPB HOLDS REGIONAL FREIGHT WORK SESSION

Prior to the October 21 TPB meeting, members of the Board, the TPB's Freight Subcommittee, and other freight stakeholders met for a work session to discuss policy issues to be included in the upcoming National Capital Region Freight Plan.

The participants—Board members, freight providers, and jurisdiction staff—discussed many policy issues related to freight in the Washington region, including transport of hazardous materials and shared use of freight rail lines by both passenger and freight trains.

The National Capital Region Freight Plan, first approved by the Board in 2010, describes the role that goods movement plays in the region's economy and serves as a foundation for future regional freight planning activities.

The update to the Freight Plan, currently being developed by TPB staff, will also provide an overview of the region's multimodal freight transportation system and identify significant issues, such as how changing demand for freight services impacts the way that goods travel through the region. The plan will make key freight-related policy statements and provide recommendations to ensure the multimodal freight transportation system continues to support the economy of the region and the quality of life of its residents and visitors.

Additional TPB and Freight Subcommittee discussions are anticipated over the coming months for policy development, plan finalization, and TPB action for approval in early 2016. ♦

### OTHER OCTOBER AGENDA ITEMS

The TPB's October 21 meeting also included the following items:

- Approval of an amendment to the FY 2015-2020 TIP that is exempt from the air quality conformity requirement to include new and updated funding information for 18 projects, as requested by VDOT

The briefing on Metro fundamentals, scheduled for the October meeting, was postponed because discussion went longer than planned. The item will appear at a future meeting. ♦

### UPCOMING NOVEMBER AGENDA ITEMS

The November 18 TPB meeting is expected to include the following items:

- Approval of an amendment to the FY 2016 Unified Planning Work Program (UPWP) to revise the budget and work elements
- Briefing on the draft Call for Projects and schedule for the Air Quality Conformity Analysis of the 2016 Amendments to the CLRP and the FY 2017-2022 TIP

Following the Board meeting there will be a meeting of the TPB Working Group on Unfunded Capital Needs. ♦

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[www.transportationplanninghub.org](http://www.transportationplanninghub.org)

# 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 North Capitol St., NE (Enter from First St., NE).

## November 2015

- 6 TPB Technical Committee (9 am)
- 6 TPB Steering Committee (noon)
- 10 Bike to Work Day Steering Committee (10 am)
- 12 Citizens Advisory Committee (6 pm)
- 17 TDM Evaluation Group (10 am)
- 17 Commuter Connections Subcommittee (noon)
- 17 Bicycle and Pedestrian Subcommittee (1 pm)
- 18 Transportation Planning Board (noon)**
- 19 Aviation Technical Subcommittee (10:30 am)
- 20 Travel Forecasting Subcommittee (9:30 am)
- 24 Regional Public Transportation Subcommittee (noon)

## December 2015

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 10 Citizens Advisory Committee (6 pm)
- 15 Commuter Connections Ridematching Committee (10 am)
- 15 Regional TDM Marketing Group (noon)
- 15 TDM Evaluation Group (2 pm)
- 16 Transportation Planning Board (noon)**

## January 2016

- 8 TPB Technical Committee (9 am)
- 8 TPB Steering Committee (noon)
- 13 Bike to Work Day Steering Committee (10 am)
- 14 Citizens Advisory Committee (6 pm)
- 19 Employer Outreach Committee (10 am)
- 20 Transportation Planning Board (noon)**
- 2 Travel Forecasting Subcommittee (9:30 am)
- 26 Regional Public Transportation Subcommittee (noon)
- 28 Aviation Technical Subcommittee (10:30 am)

Dates and times subject to change. Please visit our website for up-to-date information:  
[www.mwccog.org/calendar](http://www.mwccog.org/calendar)

This document is available in alternative formats upon request. Please contact Bryan Hayes at (202) 962-3273 or [bhayes@mwccog.org](mailto:bhayes@mwccog.org), or (202) 962-3213 (TDD). Please allow seven working days for preparation of material.

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