
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

October 16, 2019

MEMBERS AND ALTERNATES PRESENT

Phil Mendelson – DC Council
Charles Allen -DC Council
Sam Stephens – DC Council
Mark Rawlings – DC-DOT
Lezlie Rupert – DC -DOT
Andrew Trueblood – DC Office of Planning
Jason Groth – Charles County
Monroe Dennis – College Park
Ron Burns – Frederick County
Kelly Russell – City of Frederick
Dennis Enslinger – Gaithersburg
Evan Glass – Montgomery County
Gary Erenrich – Montgomery County Executive Office
Dannielle Glaros – Prince George’s County
Terry Bellamy - Prince George’s County Executive Office
Kacy Kostiuk – Takoma Park
Heather Murphy – Maryland DOT
Libby Garvey – Arlington County
David Meyer – City of Fairfax
David Snyder – Falls Church
Kristen Umstattd – Loudoun County
Pamely Sebesky – City of Manassas
Jeannette Rishell – City of Manassas Park
Martin Nohe – Prince William County
Victor Angry – Prince William County
Rene’e Hamilton – Virginia DOT
Mark Rawlings - DDOT

MWCOG STAFF AND OTHERS PRESENT

Chuck Bean
Kanti Srikanth
Lyn Erickson
Andrew Meese
Nick Ramfos
Tim Canan
Andrew Austin
Stacy Cook
Paul DesJardin
Andrew Meese
Eric Randall

**Charlene Howard
Michael Farrell
Mark Moran
Jon Scherman
Deborah Etheridge
Jackie Sellman
John Swanson
Abigail Zenner
Bryan Hayes
Eric Randall**

**Kari Snyder - MDOT
Rob Whitfield - FCTA
Jim Maslanka - City of Alexandria
Richard Duran - FHWA - VA Division
Mark Phillips - WMATA
Kristin Calkins - DC Office of Planning
Peter Johnson - DC Council
John B. Townsend, II - AAA Mid-Atlantic
Raymond White - Prince William County
Pablo Belita - Prince William County
Norman Whitaker - VDOT
Malcolm Watson - Fairfax County DOT
Linda Bailey - DDOT
Bill Orleans - Public Observe**

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

No members of the public signed up to comment at this meeting.

2. APPROVAL OF MINUTES OF THE SEPTEMBER 18, 2019 MEETING

Ms. Umstatt made a motion to approve the minutes from the September TPB meeting.

Ms. Hamilton seconded the motion.

Ms. Kostiuk asked that the minutes from the September meeting be updated. She asked that the sentence, "She said that there was a rate increase for use of these vehicles," be changed to say, "She said that the program is offering increased incentives to encourage more use of these vehicles."

Ms. Sebesky said that she attended the meeting via phone and that her name should be included in the attendance for the September meeting.

The board voted to approve the minutes with the two changes. Ms. Rishell abstained.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Rawlings said that the Technical Committee met on October 4. At the meeting three items were covered that appear on today's TPB agenda: briefings on transportation safety from VDOT and DDOT, in addition to a presentation on the COG regional housing targets.

Mr. Rawlings said that the committee was also briefed on the progress of the regional safety study and the propose methodology for setting calendar year 2020 highway safety targets. The committee was also briefed on actions that the TPB and FAMPO intend to accomplish in response to recommendations from

the federal certification review. The final item was a briefing on the 2017-2018 regional travel survey.

4. REPORT OF THE CAC

Mr. Jackson said that the Citizens Advisory Committee met on October 10. He said that the committee was briefed on the COG regional housing targets. He said that the committee supports the effort to add more affordable housing to the region. He said the committee had questions about the logistics of creating more affordable housing and encouraged staff to share examples and best practices with the jurisdictions. He said the committee was also had questions about the impacts of additional housing on transit and highway congestion.

Mr. Jackson said that the committee was briefed on the methodology for setting new highway safety targets and a progress report on the safety study. He said that the committee is interested in learning how the TPB compares to other MPOs around the county and to national averages. The committee affirmed its support for safety as a critical issue for everyone in the region, regardless of how they get around. The committee urged staff to continue its data-driven approach. He said that the committee believes it is important to look at the ways that design enforcement and education can reduce the tragic loss of life and serious injury.

Mr. Jackson that TPB staff shared a new tool for examining pedestrian and bicycle access to transit stations. He said that it was a helpful tool and a great example of how to complex issues accessible to the public.

5. REPORT OF STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Mr. Srikanth said that the Steering Committee met on October 4 and approved two amendments. The first TIP amendment added funding for two ongoing projects in Loudoun County and in the City of Alexandria. Details can be found on pages 5 to 10 of the Director's Report. The second amendment added transit operating funding assistance to Prince George's County that had been omitted from Maryland's TIP. Details are on pages 11-16.

Mr. Srikanth said that there were no letters sent or received in the past 30 days. He said that page 21 of the report is an announcement from VDOT about their annual public meetings. He said that there is a memo describing ongoing activities of the Transportation and Climate Initiative on pages 23 to 28. He said that page 29 is a joint memo from himself and Mr. Walz, COG's Director of Environmental Programs, responding to a request from Mr. Snyder at the September meeting to provide some information on the impacts of proposed federal action that could hinder the Washington regions efforts to reduce greenhouse gases.

Mr. Srikanth said the Street Smart safety campaign will get underway on October 30. He said that Mr. Allen has been invited to speak. He said that the Bicycle and Pedestrian subcommittee are sponsoring a regional workshop on dockless mobility devices on December 9. Ms. Kostiuk was invited to that meeting to share the perspectives of the Access for All Advisory Committee with workshop participants.

Mr. Srikanth thanked board members for working with TPB staff to write letters to transportation directors to arrange site visits to discuss the implementation of Visualize 2045. In a separate effort, he said that staff have worked to identify high-capacity transit stations that could benefit from improvements to make the stations more accessible to bicyclists and pedestrians. He said that staff will be reaching out to jurisdictions to share this information in coming months.

Mr. Snyder read a paragraph from page 30 of the director's report, regarding federal action to provide nationwide uniform standards that would do away with the ability of state and local governments to enact measures that would reduce greenhouse gas emissions from automobiles and light-duty trucks that are stricter than federal standards. So that it would be fresh in everyone's mind, he quoted the text: "Such a constraint will impede the progress this region could make in reducing the greenhouse gas levels to meet the regional targets adopted by COG and its member jurisdictions. This setback to the

region's efforts to reduce greenhouse gases from passenger cars and light-duty trucks is not a theoretical possibility, but a more likely reality."

Ms. Umstatted asked if high-capacity transit centers and new Metrorail stations in Loudoun County are part of the analysis that Mr. Srikanth mentioned.

Mr. Srikanth said they are part of the analysis and have already been shared with Loudoun County staff.

Mr. Mendelson said that Capitol Police recently shutdown Independence Avenue during morning rush hour. He said that it took more than twenty minutes for the District's emergency management agency to send out a public notice. He asked for a review of what happened so that if there is a more serious incident it is reported to MATOC more quickly.

Mr. Srikanth said that the MATOC committee met on the day of the incident and discussed it at their meeting. He said that staff are working on this and that he would report back with more information about the incident and the general process for notifications.

6. CHAIR'S REMARKS

Chair Nohe reminded TPB members that board endorsed the Aspirational Initiatives that were part of Visualize 2045. Jurisdictions and agencies have begun considering and taking action to realize the TPB's policy priorities. He said that earlier this summer the incenTrip mobile app was launched to support the TDM initiative. He said staff is working on a number of recommendations, including expanding the National Capital trail network and improving bicycle and walking access to transit stations. Another initiative was about balancing housing and jobs in the region by bringing them closer together. He said that last week the COG board took up the TPB's request and adopted regional housing targets. He said that TPB staff will continue to work with COG.

INFORMATION ITEMS

7. ACTIVITIES TO ADDRESS SAFETY CHALLENGES IN THE REGION: VDOT

Mr. Read referred to his presentation and said that it focuses on ways that VDOT is working to use data to reduce the number of transportation deaths. He divided his presentation into three parts: recent safety outcomes, factor-driven targets, and safety partnerships. In the first part, he shared data about serious injuries and fatalities. He said that there was a human behavior component in about 70 percent of all road fatalities in Virginia. He said the increase in fatalities may also be explained by the amount of vehicle miles traveled and the types of roads where driving is occurring. He said that an increase in the number of young and aging drivers might be another factor. He said that 50 percent of the traffic fatalities in the state involve pedestrians. He said about one-third of fatalities involve alcohol. He said that road maintenance has had a positive impact in reducing the number of fatalities and injuries.

In the second and third parts of his presentation, Mr. Read spoke about 2020 factor-driven targets and Virginia's local safety partnership efforts. He noted that the partnership opportunities included construction funding through Smart Scale, and maintenance and developer projects. In conclusion, he described efforts to coordinate the "4 Es" of enforcement, education, engineering, and emergency response, and he also spoke about various coalitions to pursue activities like safety campaigns with business partners, safety-oriented school curriculums, common-sense legislation.

Chair Nohe asked if there is any data specifically about injuries and fatalities associated with drinking at farm-based wineries and breweries.

Mr. Read said that safety behavior grants from the National Highway Traffic Safety Administration have local data, but that they do not distinguish farm and vineyard incidents with those from bars or restaurants.

Mr. Mendelson asked for a description of mumble strips.

Mr. Read said that a mumble strip is a groove in the road used to notify drivers that they are leaving a lane. He said it is a quieter version of the rumble strip.

Mr. Snyder said that while the presentation lists some things that VDOT has worked on, he noted the absence of things that other jurisdictions are able to do that Virginia isn't. He said that, as an example, speed camera and red-light running cameras are extremely difficult to implement and maintain in Virginia. He also said that while it may be challenging in terms of what can be done with some of the factors associated traffic accidents and fatalities, such as age and vehicle miles travelled, it shouldn't be assumed that nothing can be done about these factors. It means that this information should be used to make the case for increased and innovative education and engineering opportunities.

Mr. Read said that knowing which age groups to target with interventions helps make spending more efficient.

Mr. Snyder thanked the DOTs for their work.

Ms. Glaros asked if Virginia is considering periodic driving tests in order to get drivers licenses renewed.

Mr. Read said he is unaware of any state that retests drivers with valid licenses. He said that Virginia does make it possible to intervene with elderly drivers if it is unsafe for them to drive.

Ms. Umstatted asked if other jurisdictions have noticed an increase in arrests for drunk driving following all-day festivals. She also asked if VDOT had a preference of single versus double roundabouts.

Mr. Read said that there are not enough double roundabouts in the United States to know how well they will work here. He said that people typically adapt to roundabouts after they have been implemented.

Mr. Angry referenced a recent fatality. He said that crosswalks should be the safest place to cross the street, but often drivers do not notice people in crosswalks.

Mr. Read said it is a cultural issue. He said that one solution comes from public outreach. He said that Virginia is behind in installing crosswalks.

8. ACTIVITIES TO ADDRESS SAFETY CHALLENGES IN THE REGION: DDOT

Referring to her presentation, Ms. Bailey briefed the board. She provided background on the philosophy guiding Vision Zero and how the program is being implemented in the District of Columbia. She described how DDOT's Highway Safety Office funds programs to support Vision Zero and she also spoke about national and international coordination activities. She provided data from D.C.'s Strategic Highway Safety Plan, including numbers for actual (2014-2018) fatalities and injuries, as well as targets for these same years. She also spoke about the need for regional safety efforts, including reciprocity for automated traffic enforcement.

Ms. Garvey said that reciprocity for traffic enforcement between the District, Virginia, and Maryland is a good idea. She also said that looking at demographics as part of the process of issuing drivers licenses could be useful because older drivers can be unsafe, and their numbers are increasing.

Mr. Allen said that reciprocity between the three states would make it easier for police to enforce unsafe driving. He said that D.C. is considering legislation that would require drivers to take a written exam every 10 years.

Chair Nohe asked TPB staff to draft a letter that the board can send to state legislatures regarding reciprocity.

Mr. Srikanth said that staff have been compiling a list of ideas for the region that the TPB can adopt. He said that the timing is good because state legislatures are setting their agendas for 2020 now.

Ms. Glaros suggested that the states should consider sharing an online test as part of license renewal

to keep people up to date on changing laws.

Mr. Meyer (City of Fairfax) observed that banning alcohol advertising might have helped reduce the number of road fatalities and injuries related to drinking.

Mr. Glass asked about any information or thoughts on why 40 percent of accidents in the District involved drivers from Maryland. He asked if there was any information on the travel patterns and traffic flow.

Ms. Bailey said that D.C. is the core of the region and people pass through it all the time. She said that while data exists on crashes, there is no local data about how many Maryland drivers are in the District at any given time. She said that there may be some general information about commuter pattern from the census data.

Mr. Snyder asked DDOT for a chart showing impacts over time and targets for 2020.

9. VISUALIZE 2045 INITIATIVES: THE INTERSECTION OF TRANSPORTATION AND HOUSING

Referring to his presentation, Mr. Bean spoke about recent activities to identify targets for increasing housing in the region, with a focus on ensuring accessibility and affordability. He provided data on recent trends in housing and identified current opportunities to address housing needs. He described the process at COG to develop housing targets, and he noted the linkage of these efforts to the Aspirational Initiatives of Visualize 2045. He then described three targets to 1) increase the amount of housing by 75,000 over current forecasts; 2) build 75% of new units in Activity Centers or near high-capacity transit to provide greater accessibility; and 3) ensure at least 75% of new housing is affordable to low and middle-income households. He closed by describing efforts to promote implementation of these targets.

10. VISUALIZE 2045 ASPIRATIONAL INITIATIVES: WALKSHEDS FOR EXISTING HIGH-CAPACITY TRANSIT STATIONS

Ms. Howard shared web mapping tools that highlight walksheds for the region's existing high-capacity transit stations, which include Metrorail, commuter rail, streetcar, bus rapid transit, and light rail. She referred to the map and described the functionality. She said that there were different layers that include the walksheds and jurisdictional boundaries. She referred to an example and explained how infrastructure and the built environment can impact the walk ability near a transit station.

Chair Nohe said that the tool could be used to challenge jurisdictions to identify ways to improve walksheds.

Ms. Garvey asked how scooters and bicycles might change accessibility to transit stations.

Ms. Howard said that the map was developed looking specifically at non-motorized connections within half-a-mile. She said that they would expand the zone of accessibility.

Mr. Srikanth said that there are opportunities to expand the walksheds. He said that staff has identified the number of people, housing, and jobs within the walksheds, not just for today but also for future forecasts.

OTHER ITEMS

11. ADJOURN

No other business was brought before the board. The meeting adjourned at 2:05 p.m.