



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

TPB Meeting, April 16:

- Review of Performance of the 2007 Constrained Long-Range Plan (CLRP)
- Review of two new scenarios for the TPB Scenario Study

Pedestrian Safety Workshop, National Press Club, April 29

TPB Annual Transit Forum, May 20

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

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TPB news

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VARIABLY PRICED LANES STUDY SPARKS REGIONAL DEBATE

What if we added toll lanes to nearly all the region's major highways? A major TPB study, released on March 19, has examined this question.

The study, titled "Evaluating Alternative Scenarios for a Network of Variably Priced Highway Lanes in the Metropolitan Washington Region," analyzes the potential effects of pricing highway use in the Washington region and outlines several different scenarios for adding new priced highway lanes, pricing existing highways, and enhancing bus services.

(Continued on page 2)



Source: Orange County Transportation Authority

Variably priced lanes alter tolls for roadways in order to keep traffic flowing freely. Pictured above is a message board for the variably priced lanes on State Route 91 in Orange County, California.



2008 STREET SMART CAMPAIGN UNDERWAY

With pedestrian fatalities on the rise in recent years, leaders from the District, Maryland and Virginia have expanded the regional Street Smart pedestrian safety program. The spring campaign was launched on March 7 on the busy Route 7 corridor in Fairfax County. The campaign was previously conducted on an annual basis, but since 2007 has been done twice a year.

The Street Smart campaign uses advertizing and other outreach methods to promote safer behavior behind the wheel and on foot. The region-wide effort also includes increased law enforcement in areas with

high numbers of pedestrian-related incidents.

The campaign is aimed at reducing the number of pedestrian injuries and deaths in the Washington metropolitan area through coordination with law enforcement, transit, and the media. The campaign uses creative radio advertising in English and Spanish to reach drivers, while targeting pedestrians through outdoor and transit advertising on bus shelters and bus sides. In addition, law enforcement and local, county and state agencies will be distributing handouts and tip cards to further spread awareness and educate drivers and pedestrians.

(Continued on page 5)

VARIABLY PRICED LANES

The entire report, “Evaluating Alternative Scenarios for a Network of Variably Priced Highway Lanes in the Metropolitan Washington Region,” may be found on the committee page for the TPB Task Force on Value Pricing for Transportation at www.mwcog.org/transportation/committee/

(Continued from page 1)

The study was funded by the Federal Highway Administration of the US Department of Transportation, and overseen by the TPB’s Value Pricing Task Force. Three different scenarios of variably priced lane networks were developed and analyzed:

- A. The “Maximum Capacity” scenario added two variably priced lanes (VPLs) to each direction of most of the region’s freeways. One VPL was added to each direction of major arterials outside the Capital Beltway. Existing high-occupancy vehicle (HOV) lanes were converted to VPLs, and direct access/egress ramps were added at key interchanges in the VPL network.
- B. The “DC Restrained” scenario applied variable pricing to *existing* freeway and selected arterial lanes in the District of Columbia instead of adding new VPL capacity as in the “Maximum Capacity” scenario. Outside DC, this scenario would add the same new capacity as in the “Maximum Capacity” scenario.
- C. The “DC and Parkways Restrained” scenario further restrains the “DC Restrained” scenario by applying variable pricing to the existing capacity on the region’s parkways (Baltimore Washington, George Washington Memorial, Rock Creek, Clara Barton, and Suitland).

The results of the analysis demonstrated that toll rates would need to vary significantly by segment, direction and time-of-day in order to maintain free-flowing conditions on the new networks of toll lanes. Toll rates would range from a low of 20 cents per mile to over \$2.00 per mile on the “Maximum Capacity” scenario, where all of the VPLs were either newly added lanes or conver-

sions of existing HOV lanes. In the “DC Restrained” and “DC Parkways Restrained” scenarios, where 43-percent and 56-percent respectively of the variably priced lane miles were existing as opposed to newly added lanes, toll rates were significantly higher on some segments.

The analysis suggested the need for further discussion. Arlington County Board Member Chris Zimmerman, Chairman of the TPB Value Pricing Task Force, reminded the TPB that the scenario analysis “is not a proposal, it’s a ‘what if’ study that provides very interesting insight into the implications of tolling on our region.”

Falls Church Councilmember David Snyder said that a successful value priced road system must provide alternatives to driving. “The key thing that I hope that we do in the next step is to really look at how we create a realistic, affordable alternative for people who now must drive because they have no realistic alternative,” Mr. Snyder said.

Some members expressed concerns about the potential spillover of traffic onto local roads if major highways were tolled.

The TPB has had an active interest in variably priced highway lanes since June of 2003 when the TPB, in conjunction with the Federal Highway Administration and the Maryland, Virginia, and District Departments of Transportation, sponsored a successful one-day conference on value pricing for the Washington region. Following the conference, the TPB created the Task Force on Value Pricing to examine how value pricing could benefit the region. ▲

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MATOC PROGRAM MOVING FORWARD

At its March meeting, the TPB received a briefing on the status of the Metropolitan Area Transportation Operations Coordination (MATOC) Program. Ronald Kirby, Director of the Department of Transportation Planning, reported that the TPB has received all agreements and annual funding authorizations for the MATOC program, which will enable it to begin operations in the immediate future.

MATOC is being implemented to help transportation agencies recognize and detect potential “ripple effects” that occur from incidents. The tools developed through the MATOC Program will notify agencies affected by an incident’s ripple effects, help coordinate management of traffic and transit ripple effects, and inform the public with verified, consistent traffic and transit information.

Mr. Kirby noted during his presentation that “the immediate scenes of the incident are handled with skill and training and a lot of coordination by responsible police, fire, emergency services, transportation and other responder personnel. What we’re concerned about are the impacts on the transportation system away from the incident scene that can generate major traffic tie-ups or transit delays.”

The goals of the MATOC Program include:

- Improving technological systems for sharing transportation information among agencies involved in managing regional incidents;
- Enhancing the transportation sector’s standard operating procedures and notification practices for incidents; and

- Providing more timely and accurate transportation information to the public during incidents.

The MATOC Program will build on current relationship among the region’s emergency and transportation personnel. MATOC participants are DDOT, MDOT, VDOT, WMATA, and the TPB. Initial funding for the program has been obtained from a SAFETEA-LU grant supported by Congressman James Moran. ▲

TPB Alphabet Soup

AFA	Access for All Committee
CAC	Citizen’s Advisory Committee
CLRP	Constrained Long-Range 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
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
WMATA	Washington Metropolitan Area Transit Authority

OTHER MARCH AGENDA ITEMS

The TPB’s March 19 agenda included the following items in addition to the topics covered elsewhere in this newsletter:

- Approval of Amendments to the FY 2008 Unified Planning Work Program (UPWP), and Approval of the FY 2008 UPWP Carryover Funding to FY 2009.
- Approval of the FY 2009 UPWP.
- Approval of the FY 2009 Commuter Connections Work Program (CCWP).
- Update on the Activities of the TPB Scenario Study Task Force.
- Notice of Proposed Replacement of the Northern Virginia Portion of the FY 2008-2013 Transportation Improvement Program (TIP) with an Amended FY 2007-2012 TIP for Inclusion in the Virginia State TIP.

Information and materials for the February 20 TPB meeting are posted on the TPB website: www.mwcog.org/transportation/tpb. ▲



TPB COMMUNITY

LEADERSHIP INSTITUTE IN APRIL

On April 17 and 19, the TPB will be hosting the fourth Community Leadership Institute (CLI), a series of two workshops during which community leaders will learn how to get involved effectively in transportation decision

making. Approximately 25 individuals will participate in this session of the CLI. The participants, who were nominated by TPB members, represent organizations that have been recognized as forces for change in their communities.



Over the course of two half-day sessions, participants learn about how, where, and when transportation decisions are made in the Washington region. The sessions include information about the various planning processes at the state, regional, and local levels. Participants leave the CLI with the knowledge to empower them to take action on transportation issues in the region and their communities.

For information about participation in future sessions of the Community Leadership Institute, please visit the CLI website: www.mwcog.org/transportation/activities/cli/. ▲

Participants at the TPB's Community Leadership Institute work together and discuss future scenarios that address congestion in the Washington Region.

MAY 16 IS BIKE TO WORK DAY

Thousands of area commuters will participate in the annual Bike to Work Day on Friday, May 16. These commuters trade in their cars for bicycles to promote bicycling to work as a healthy and environmentally-sustainable alternative to drive-alone commuting.

In 2007, over 6,300 bicyclists from the Metropolitan area, including several elected officials, turned out at 25 different "pit-stops" across the region.

Bike to Work Day is an event organized by the TPB's Commuter Connections Program and the Washington Area Bicyclists Association (WABA) during National Bike Month in May.

Registration for Bike to Work Day is free and is now open at www.waba.org. ▲

BIKE TO WORK DAY 2008 Friday May 16

Pre-Register by May 9 for Free T-Shirt and Bike Raffle!

Go Green. Bike to work and help the environment!

Pit Stops

WASHINGTON D.C.	VIRGINIA
Downtown D.C.	Alexandria
	Crystal City
	Dulles
MARYLAND	Fairfax
Bethesda	Leesburg
Bowie	Reston
College Park	Rosslyn
Frederick	Springfield
Hyattsville	Sterling
Indian Head	Tysons Corner
North Bethesda	Vienna
Rockville	
Silver Spring	
White Oak	

Free food, beverages and giveaways available at each location.

Visit web site for specific pit stop locations and times. T-Shirts available at pit stops to first 7,000 who register.

Register at www.waba.org or call 202-518-0524

Bike to Work Day is also funded by the District of Columbia, Maryland, Virginia and U.S. Departments of Transportation.



2008 STREET SMART CAMPAIGN

(Continued from page 1)

The Street Smart campaign is funded by federal safety grants with matching contributions from the Washington Metropolitan Area Transit Authority (WMATA) and TPB member jurisdictions. The campaign is conducted twice each year concurrent with the Daylight Savings time changes in the spring and fall. The current campaign is running through the month of March.

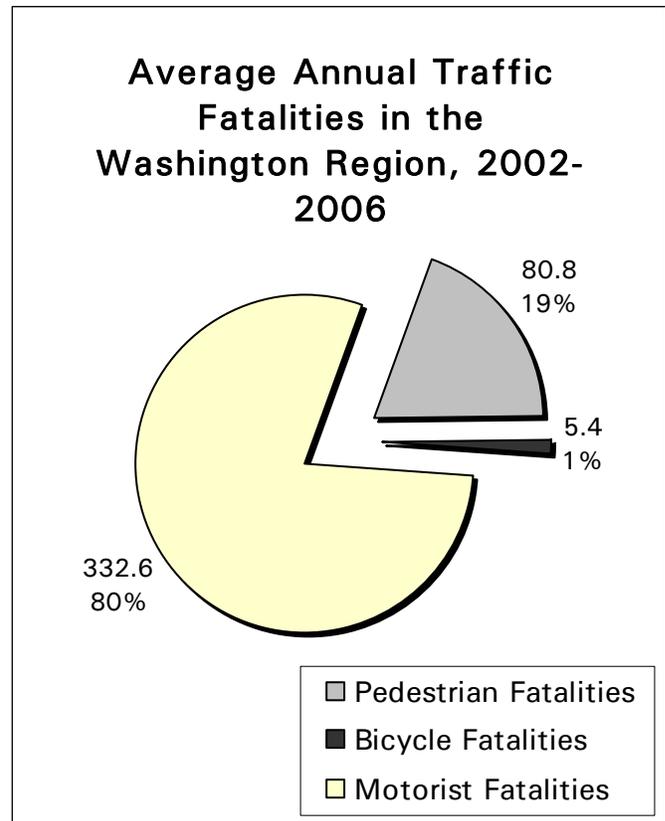
Pedestrian fatalities reached a 10-year high in 2006 with 87 deaths, according to a new study by Inova Regional Trauma Center. Pedestrian fatality and injury rates in the greater Washington, DC region are typical for a major urbanized area, but still high in proportion to the number of pedestrian trips. Approximately 2900 pedestrians and bicyclists are injured every year in the Washington region, and 84 are killed.

Across the greater metro area, deadly behavior among drivers, cyclists and pedestrians is a leading contributor to the problem:

- Drivers speed and ignore crosswalk laws.
- Pedestrians act impulsively, failing to look both ways before crossing, not using the crosswalk where required, and not crossing with the signal.
- Cyclists ride against traffic and ignore Stop signs and traffic signals.

Education, awareness and enforcement of laws are critical to combat the problem and make the public more Street Smart.

The TPB will participate in a Pedestrian Safety Workshop at the National Press Club in Washington, D.C. on Tuesday, April 29. The goal of this workshop is to bring together policy makers and working professionals from around the region to address the causes of pedestrian deaths and injuries, and come to collaborative solutions. ▲



Source: District Department of Transportation (DDOT), Virginia Department of Motor Vehicles (DMV), and the Maryland Office of Highway Safety.

UPCOMING APRIL AGENDA ITEMS

The TPB's April 16 agenda is expected to include the following items:

- Briefing on Replacement of the Northern Virginia Portion of the FY 2008-2013 Transportation Improvement Program (TIP) with an Amended FY 2007-2012 TIP.
- Briefing on an Alternative Set of Project Submissions for the Air Quality Conformity Assessment for the 2008 CLRPP and FY 2009-2014 TIP.

- Review of Performance Information on the 2007 CLRPP.
- Review of the Development of the "CLRPP Aspirations" and "What Would It Take" Scenarios.

Information and materials for the April 19 TPB meeting are posted on the TPB website one week prior to the meeting: www.mwcog.org/transportation/tpb. ▲



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.).

April 2008

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 8 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 10 TPB Citizens Advisory Committee (6 pm)
- 15 Travel Management Subcommittee (9:30 am)
- 15 Commuter Connections Employer Outreach Committee (10 am)
- 15 TDM Evaluation Group (noon)
- 16 TPB Scenario Study Task Force (10 am)
- 16 Transportation Planning Board (noon)**
- 22 Regional Bus Subcommittee (noon)
- 24 Freight Subcommittee Meeting (10 am)
- 24 TPB Access for All Advisory Committee (2 pm)
- 29 Pedestrian Safety Workshop at the National Press Club (see page 5) (8:30 am)

May 2008

- 2 TPB Technical Committee (9 am)
- 2 TPB Steering Committee (noon)
- 14 Bike to Work Day Steering Committee (10 am)
- 15 TPB Citizens Advisory Committee (6 pm)
- 20 Commuter Connections Subcommittee (10 am)
- 20 Bicycle & Pedestrian Subcommittee (1 pm)
- 21 Transportation Planning Board (noon)**
- 22 Aviation Technical Subcommittee (10:30 am)
- 22 Regional Taxicab Regulators Task Force (noon)
- 23 Travel Forecasting Subcommittee (9:30 am)
- 27 Travel Management Subcommittee (9:30 am)
- 27 TPB Public Transit Forum (11 am)

June 2008

- 6 TPB Technical Committee (9 am)
- 6 TPB Steering Committee (noon)
- 10 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 12 Human Service Transportation Coordination Task Force (noon)
- 12 TPB Citizens Advisory Committee (6 pm)
- 17 Commuter Connections Ridematching Committee (10 am)
- 17 Regional TDM Marketing Group (noon)
- 18 TPB Scenario Study Task Force (10 am)
- 18 Transportation Planning Board (noon)**
- 24 Travel Management Subcommittee (9:30 am)
- 24 Regional Bus Subcommittee (noon)
- 26 Regional Taxicab Regulators Task Force (noon)



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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