



# TPB news

A Publication of the  
National Capital Region  
Transportation  
Planning  
Board

## UPCOMING MEETINGS AND ITEMS OF INTEREST:

### TPB Meeting, April 21:

- Approval of Regional Bike to Work Day Proclamation
- Briefing on the Washington Regional Transportation Planning Process Certification Review

Transportation/Land-Use Connections (TLC) Program Application deadline: May 12

More information may be found at: [www.mwcog.org/transportation](http://www.mwcog.org/transportation)

## INSIDE THIS ISSUE OF *TPB* news:

- Upcoming April Agenda Items 2
- TLC Program Solicitation 4
- TPB Receives Briefing on Federal Sustainable Communities Grant Program 5
- Other March Agenda Items 5
- Calendar of Events 6

VOLUME XVII, ISSUE 9

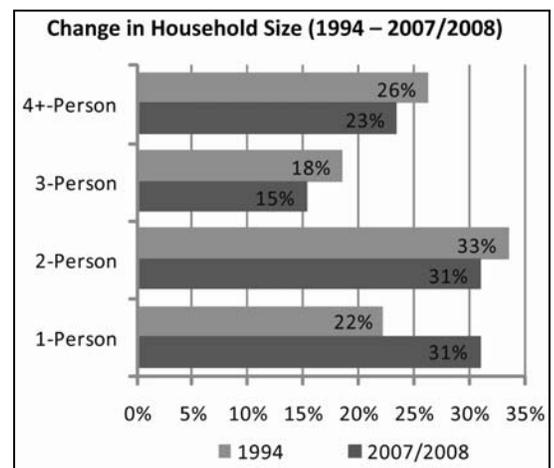
APRIL 2010

## SURVEY DATA SHOW SHIFTS IN TRAVEL PATTERNS

Residents of the Washington Region are making fewer daily trips per household and per person on average than they did in the mid-1990s, according to survey data released by the TPB, and demographic shifts point to the trend continuing.

Of equal significance for the region's transportation planners is the finding that the share of daily trips by auto decreased more than 2 percent region-wide between the time of the previous survey in 1994 and the latest 2007/08 survey. The walk and transit shares increased 1.6 percent and 0.7 percent, respectively, during that time. In addition, the contrast in mode

*(Continued on page 2)*



Data collected from the Household Travel Survey indicate a shift in household size with one-person households now more prevalent in the Washington region. This demographic shift mirrors a new trend in traffic patterns that indicate fewer trips per household.

## STREET SMART LAUNCHES SPRING 2010 CAMPAIGN

On a neighborhood street near the heart of Silver Spring, Maryland, the region's Street Smart safety campaign got underway with a dramatic demonstration of the effects of speed on pedestrian and cyclist safety. At the March 23 event, local elected officials and law enforcement officers highlighted efforts throughout the region to improve safety for walkers, bikers and drivers.

"We need to cross the street like our life depends on it – because it does. We need

to drive like our family and friends' lives depend on it – because they do," remarked Montgomery County Executive Isiah Leggett, whose jurisdiction is credited with lessening pedestrian fatalities last year as a result of safety improvements. "To speeding drivers, I ask: What is your hurry? Is your next appointment more important than the safety of pedestrians and cyclists? Slowing down is absolutely essential to saving lives and reducing injuries."

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# HOUSEHOLD TRAVEL SURVEY

*(Continued from page 1)*

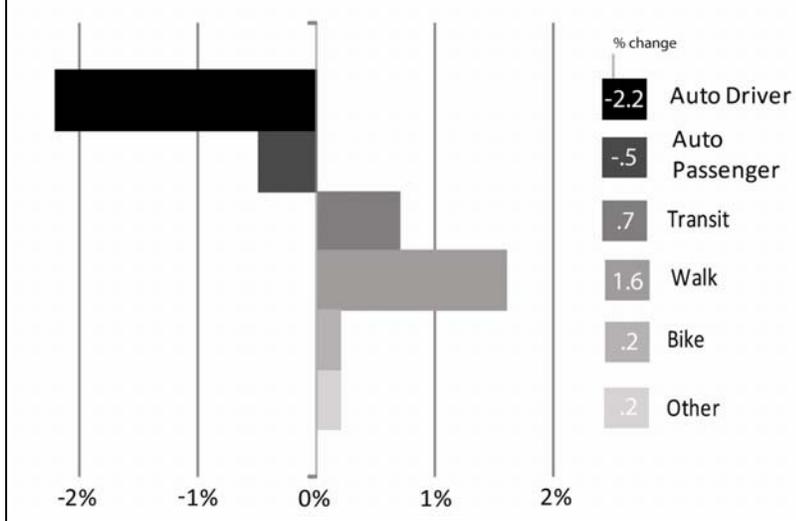
choice among those who live within the region's activity centers and those who live outside them is stark, with non-auto modes far more prevalent within the centers, especially in inner jurisdictions.

Fueling those trends in travel patterns are demographic shifts in the region, which is

seeing smaller household sizes in all jurisdictions, and consequently fewer trips per household. The proportion of single-person households increased by at least 10% in all but four jurisdictions – Arlington, Frederick, and Montgomery Counties, and the City of Alexandria – with the largest proportional increases in Loudoun and Prince William Counties, and the District of Columbia. Many of these single-person households are also found in the region's activity centers in DC, Maryland, and Virginia, in areas such as downtown Washington, Crystal City, Rosslyn-Clarendon-Ballston, Bethesda, Silver Spring, Largo, Merrifield/Dunn Loring and Reston. About one-half of the households in these activity centers are single person households and these households are more apt to be occupied by persons in the 25 to 34 year old age group. Compared to 1994, persons in this age group also showed a significant shift from auto travel to travel by transit and walking. A full third of the daily trips by members of this age group in

*(Continued on the next page)*

**Change in Modal Share of Daily Trips 1994 to 2007/2008**



*The Survey data demonstrated a shift in choice of mode for daily trips. There was an increase in Transit, Walk, and Bike trips and a decrease in Auto trips.*

## UPCOMING APRIL AGENDA ITEMS

The TPB's April 21 agenda is expected to include the following items:

- Approval of Regional Bike to Work Day 2010 Proclamation.
- Briefing on the Washington Regional Transportation Planning Process Certification Review.
- Update on the Financial Analysis for the 2010 Financially Constrained Long Range Transportation Plan (CLRP).
- Briefing on Project Submissions for the Air Quality Conformity Assessment for the 2010 CLRP and FY 2011-2016 Transportation Improvement Program (TIP).
- Briefing on Draft Scope of Work for Air Quality Conformity Assessment for the 2010 CLRP and FY 2011-2016 TIP.

- Briefing on the Metropolitan Washington Council of Government's After Action Leadership Forum on Regional Snow Response.
- Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program.
- Briefing on the Regional Street Smart Pedestrian and Bicycle Safety Education Campaign.
- Update on the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program.

Information and materials for the monthly TPB meeting are posted on the TPB website one week prior to the meeting: [www.mwcog.org/transportation/tpb](http://www.mwcog.org/transportation/tpb). ♦

the Washington Region are made by non-auto means, or as an auto passenger rather than driver.

Some TPB members pointed out that the aggregate numbers for age groups and jurisdictions could be masking even larger mode shifts in smaller areas where land use and transportation have changed significantly during the time between surveys. “On a jurisdiction-wide basis in these 14 years we've seen increases from 25 percent to 200 percent in the use of these other modes,” said D.C. Planning Director Harriet Tregoning. “And because the data is jurisdiction-wide, it's probably very likely that the increases were much more acute, much higher in smaller geographies.”

Tregoning said that the region's ability to demonstrate such impacts on travel behavior as the result of policy changes and transportation investments in small areas would be valuable in the pursuit of federal grant funding. “I think it's vitally important to our region that we use this data in a way that gives us that deeper understanding of where we're making . . . quantum leaps forward in mode shift.”

TPB member Chris Zimmerman of Arlington County noted as well that the differences in travel behavior between activity center areas and non-activity center areas are minimal in the outer jurisdictions compared to the inner suburbs and regional core. He said that this is likely due to a difference in character between the inner and outer activity centers, but also could partly be a product of the larger units of geography (transportation analysis zones) by which the data for outer jurisdictions are broken down. “You have a huge impact by the nature of your land use wherever you are, and I think when you dig into that you'll find it makes a huge difference when you're miles out, in a way that here is aggregated so that it would be somewhat hidden,” said Zimmerman. “This isn't criticism; this is just where we need to go in terms of being able to usefully analyze data in a way that informs policy.”

In addition to breaking trip rates down by age group, the survey examines differences in trip frequency by household size, location within the region, and by various transportation modes.

The TPB's Regional Household Travel Survey is based on a survey of over 10,000 households in the metropolitan Washington region. It examines the demographic, transportation and land use factors that influence

changes in daily travel by automobile, transit, walking and biking. The survey also compares daily travel patterns for households living within regional activity centers with households in other geographic areas.

Bucking the overall regional trend toward fewer trips per person was the 65+ age group, in which daily trips increased 18 percent between 1994 and 2007/08. Although people 65 and over are taking more trips, these trips are less likely than those by younger adults to be taken during peak times. In his presentation to the TPB, Robert Griffiths of the Department of Transportation Planning noted that this finding runs counter to previous assumptions of transportation planners.

“[Previously] It had been assumed that the population 65 and over would be making fewer trips than they are today,” Griffiths said. “This proves that assumption wrong.” If this new trend continues as more “baby boomers” fall into this age bracket, it could have a significant effect on long-term transportation planning. ♦

## TPB Alphabet Soup

<b>AFA</b>	Access for All Committee
<b>ARRA</b>	American Recovery and Reinvestment Act of 2009
<b>CAC</b>	Citizen's Advisory Committee
<b>CLRP</b>	Constrained Long-Range Transportation Plan
<b>COG</b>	Metropolitan Washington Council of Governments
<b>DDOT</b>	District Department of Transportation
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>MDOT</b>	Maryland Department of Transportation
<b>MPO</b>	Metropolitan Planning Organization
<b>NVTA</b>	Northern Virginia Transportation Authority
<b>RMAS</b>	Regional Mobility and Accessibility Scenario Study
<b>TIP</b>	Transportation Improvement Program
<b>TLC</b>	Transportation/Land-Use Connections Program
<b>TPB</b>	Transportation Planning Board
<b>VDOT</b>	Virginia Department of Transportation
<b>WMATA</b>	Washington Metropolitan Area Transit Authority

## STREET SMART PROGRAM

*(Continued from page 1)*

A demonstration on the amount of time and distance required for a vehicle to stop featured “Bobby,” a wire frame model of a ten-year-old child crossing the street and encountering a vehicle traveling toward him at speeds of 25, 35 and 40 miles per hour. Placed at a fixed point in the street in front of a designated stopping point, Bobby was safe crossing in front of the vehicle traveling at 25 miles per hour, but was not so fortunate crossing when the vehicle was traveling at the higher speeds. He was struck hard at 35 miles per hour, his body hurled forward, sustaining severe injuries. At 40 miles per hour, Bobby was struck even more violently.

The highly realistic demonstration showing Bobby being brutally struck was meant to

strike a chord with drivers that speed is a major killer.

In 2008, 5,094 pedestrians and bicyclists were killed in traffic crashes in the United States, accounting for 13.7 percent of all traffic fatalities. In the metropolitan Washington region, 84 pedestrians and cyclists were killed. Complete region-wide 2009 data on pedestrian fatalities is not yet available, but from 2008 to 2009, Montgomery County experienced a 22 percent decrease while Prince George’s County witnessed a 41 percent decrease. Other jurisdictions across the region remained unchanged or experienced an increase in pedestrian deaths over the past year. This data reaffirms that leaders need to remain vigilant in order to continue to reduce the number of fatalities in the future.

Sponsored by the TPB, the Street Smart public awareness and enforcement campaign is in its eighth year. Aimed at reducing the number of pedestrian and cyclist injuries and deaths in the Washington metropolitan area, the campaign uses creative radio and television advertising in English and Spanish to reach drivers, pedestrians and cyclists, while targeting them 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. For more information about Street Smart, please visit [www.bestreetsmart.net](http://www.bestreetsmart.net). ♦

**Montgomery County Executive Isiah Leggett spoke at the Street Smart Campaign Kick-off and Speed Demonstration on March 23, 2010. He was joined by law enforcement officers from around the region.**



## TLC PROGRAM SOLICITATION

The TPB has opened the call for projects for the FY 2011 Transportation/Land-Use Connections (TLC) Program. The application deadline is May 12, 2010, at 4:00 p.m.

The TPB initiated the TLC Program in 2007 to provide support to local jurisdictions as they deal with the challenges of integrating

land-use and transportation planning at the community level. There are two major components to the TLC Program: The Regional Clearinghouse and the Technical Assistance Program.

For more information, visit the TLC website: [www.mwcog.org/tlc](http://www.mwcog.org/tlc). ♦

## TPB RECEIVES BRIEFING ON FEDERAL SUSTAINABLE COMMUNITIES GRANT PROGRAM

Executive Director of the Metropolitan Washington Council of Governments (MWCOCG), David Robertson, spoke to the TPB on March 17 about a recently announced grant program through the US Department of Housing and Urban Development (HUD). The Sustainable Communities Planning Grant Program is a federal initiative that will provide \$150 million in competitive funds to support efforts that integrate transportation, housing, and environmental planning at the regional level. As part of the federal livability initiative, the Sustainable Communities Grant Program continues the coordination efforts of the interagency partnership between the US Department of Transportation (DOT), HUD, and the Environmental Protection Agency (EPA).

The program's overall goal is to support multi-jurisdictional regional planning efforts that integrate decision-making in a manner that empowers jurisdictions to consider the interdependent challenges of economic growth, social equity and environmental impact. Mr. Robertson characterized the grant program as an "opportunity for the National Capital Region," and called on the principles from the TPB Vision, the Region Forward, and the Greater Washington 2050 Coalition as examples of TPB and COG initiatives that are supportive of the principles embodied by this grant program.

In response to Robertson's presentation, DC Office of Planning Director and TPB Board Member Harriet Tregoning commented that the TPB would be well served to consider strategically formulating an application that would effectively use a small amount of money for program implementation. She noted the success of the Maryland Department of Housing and Community Development's "Live Near Your Work (LNYW)" Program, and commented that this grant could present an opportunity to focus on the job/housing balance throughout the region.

Under the Sustainable Communities Grant Program, large metropolitan areas such as the National Capital Region would be eligible to receive up to \$5 million, with 20% of that leveraged from local sources, including in-kind contributions. In February, HUD released an advanced notice of funding availability that outlined broad program requirements and solicited public comment on the program. It is expected that HUD will publish a Notice of Funding Availability and a Solicitation for Projects in the spring. ♦

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## OTHER MARCH AGENDA ITEMS

The TPB's March 17 meeting also covered the following items:

- Approval of an Amendment to the FY 2010-2015 TIP to Include Construction Funding for the I-70 Project in Frederick County as Requested by MDOT.
- Approval of an Amendment to the FY 2010-2015 TIP to Include Funding for Constructing a Third Track on a Rail Line in Stafford and Prince William Counties under the American Recovery and Reinvestment Act (ARRA), Preliminary Engineering of a Ramp Replacement on I-95 to the Fairfax County Parkway, and Widening of Telegraph Road in Fairfax County, as Requested by VDOT.
- Approval of Amendments to the FY 2010 Unified Planning Work Program (UPWP), and Approval of FY 2010 UPWP Carryover Funding to FY 2011.
- Approval of the FY 2011 Unified Planning Work Program (UPWP).
- Approval of the FY 2011 Commuter Connections Works Program (CCWP).
- Status Report on the 2010 CLRP and FY 2011-2016 TIP.

Information and materials for the monthly TPB meeting are posted on the TPB website one week prior to the meeting: [www.mwccog.org/transportation/tpb](http://www.mwccog.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 2010

- 9 TPB Technical Committee (9 am)
- 9 TPB Steering Committee (noon)
- 13 MOVES Task Force (10 am)
- 13 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 15 TPB Citizens Advisory Committee (6 pm)
- 20 Employer Outreach Committee (10 am)
- 21 Transportation Planning Board (noon)**
- 22 Access for All Advisory Committee (2:30 pm)
- 27 Travel Management Subcommittee (9:30 am)
- 27 Regional Bus Subcommittee (noon)

## May 2010

- 6 Freight Subcommittee (1 pm)
- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 11 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 12 Bike to Work Day Steering Committee (10 am)
- 12 Car Free Day Steering Committee (11:30 am)
- 13 TPB Citizens Advisory Committee (6 pm)
- 18 Commuter Connections Subcommittee (noon)
- 18 Bicycle & Pedestrian Subcommittee (1 pm)
- 19 TPB Scenario Study Task Force (10:30 am)
- 19 Transportation Planning Board (noon)**
- 21 Bike to Work Day
- 21 Travel Forecasting Subcommittee (9:30 am)
- 25 Travel Management Subcommittee (9:30 am)
- 25 Annual Public Transit Forum (11 am)
- 26 TPB Spring Forum (8:30 am)
- 27 Aviation Technical Subcommittee (10:30 am)

## June 2010

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 8 MOVES Task Force (10 am)
- 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 Ridematching Committee (10 am)
- 15 Regional TDM Marketing Group (noon)
- 15 TDM Evaluation Group (2 pm)
- 16 TPB Scenario Study Task Force (10:30 am)
- 16 Transportation Planning Board (noon)**
- 22 Travel Management Subcommittee (9:30 am)
- 22 Regional Bus Subcommittee (noon)
- 23 Regional Taxicab Regulators Task Force (1 pm)



Dates and times subject to change. Please visit our website at [www.mwcog.org](http://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](mailto:scrawford@mwcog.org), (202) 962-3237 or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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