

REPORT

TPB Citizens Advisory Committee December 21, 2005 Dennis Jaffe, CAC Chair

The CAC's December meeting included discussions regarding the need for better pedestrian/bicycle coordination at WMATA, potential content for the CAC's 2005 year-end report, and the outcomes of the 2005 CAC elections. The committee's meeting on Tuesday, December 20, was rescheduled from the previous Thursday due to weather problems.

Discussion on the Need for Better Pedestrian/Bicycle Coordination at WMATA

The committee discussed proposals to create a pedestrian and bicycle access coordinator position at WMATA.

Mike Farrell, who serves as staff to the TPB's Bicycle and Pedestrian Subcommittee, explained a number of reasons that members of his subcommittee believe a person at WMATA should be designated as an official ped/bike liaison. He said that the region's jurisdictions need a first point of contact at WMATA and an internal advocate at the transit agency. He noted that a number of WMATA stations have been identified to be in need of specific pedestrian and bicycle improvements. In order to realize those improvements, members of the subcommittee believe that a WMATA staff position should be designated or created with at least part-time responsibility for ped/bike coordination.

Mr. Farrell noted that WMATA staff has recognized the need for improvements and is launching a program to develop access plans for individual stations.

CAC questions and comments included the following

- ***What percentage of current trips to Metro stations are on foot? by bike? by car?*** Mr. Farrell handed out data from the 2002 WMATA Rail Passenger Survey, which showed that 61 percent of Metro station access trips are made on foot. Less than one percent of trips to Metro stations are by bicycle, while 15 percent of those trips are made by people who drove a car and parked. The committee discussed the fact that this data could indicate a high potential demand for pedestrian improvements. The data from the 2002 WMATA Rail Passenger Survey is attached to this report.
- ***There could be substantial cost benefits from improving pedestrian and bicycle coordination at WMATA.*** In November, CAC members noted that it was important to consider the cost/benefit implications regarding the creation of a ped/bike position at WMATA. Mr. Farrell indicated that parking space costs might be one particular cost worth examining. Although he did not have information for WMATA, Mr. Farrell said that parking spaces usually cost between \$30,000 and \$50,000 each to build. If increased

ped/bike coordination could be shown to increase ridership and reduce the need for parking, that could represent a substantial cost savings.

- ***A wide variety of improvements are needed.*** Members noted that stations themselves need to be retrofitted, and in addition the vicinities around stations need improvements in pedestrian and bicycle access. This variety of necessary improvements further demonstrates the need for a dedicated staff person at WMATA.
- ***This is an important issue for low-income communities and persons with disabilities.*** Members noted that there are important implications in this issue related to the Americans with Disabilities Act. Another member noted that members of the TPB's Access for All Advisory Committee have expressed interest in the creation of a ped/bike coordinator at WMATA.
- ***How can we measure potential pedestrian/bicycle demand at Metro stations?*** With Mr. Farrell, CAC members discussed additional data that might indicate latent demand for pedestrians and bicyclists at Metro. Research could identify target stations for increasing ped/bike access by looking at population and employment densities, and census data on walk-to-work, bike-to-work and households without cars. Mr. Farrell indicated that surveys conducted after the TPB's Annual Bike to Work Day showed that an improvement in facilities at Metro stations could encourage more station access by bicycling.

In conclusion, the CAC members agreed that this is a need that should be brought to the attention of TPB members. A ped/bike coordinator makes good business sense for WMATA because it could result in increased ridership. It also makes sense for the region's jurisdictions that need support in their efforts to improve pedestrian and bicycle access at transit stations.

CAC Elections

Four individuals have been elected by the 2005 CAC to serve on next year's committee. They are: Harold Foster (DC), Steve Cafilisch (MD), Dan Malouff (VA) and Allen Muchnick (VA). The committee will hold a runoff election this week via email to select an additional two designees (one each from DC and Maryland) to serve on next year's CAC.

The next step is for the 2006 TPB officers to nominate nine individuals—three each from DC, MD and VA—to serve on next year's committee. The CAC respectfully encourages the TPB officers to move quickly in making these appointments so that the 2006 committee can begin its work as soon as possible.

Some CAC members expressed concern about the process requirements established by the TPB for selecting CAC members. They asked that the committee take up this issue early in 2006 to see if the process should be revised.

Discussion of the CAC End of Year Report

John Swanson gave a recap of issues that the committee has addressed this year, which should be included in the CAC's year-end report. These issues include CapCom, Metro funding, land use issues and HOT lanes. He also noted the CAC's work on the TPB scenario study, including the outreach meetings that will continue next year. The end-of-year report will be finalized in January.

Mr. Swanson described draft recommendations that have been developed through the CAC's Working Group on CLRP/TIP Information and Analysis, which is chaired by Steve Cafilisch. The draft recommendations include: 1) improve public information; 2) provide more analysis, earlier in the process; and 3) consider changes in the planning process. Mr. Cafilisch and Mr. Swanson asked the committee members to review the draft recommendations so that the committee can finalize them at the meeting on January 12.

“What if the Washington Region Grew Differently?” Outreach Forum in Takoma Park, MD November 16, 2005

Approximately 40 people braved a pounding rainstorm to attend the CAC's outreach meeting on November 16 in Takoma Park, Maryland. The meeting continued the series “What if the Washington Region Grew Differently?” which focuses on the TPB's Regional Mobility and Accessibility Study. TPB Vice Chairman Michael Knapp moderated the session and Takoma Park Mayor Kathy Porter and CAC Vice Chair Emmet Tydings offered introductory remarks. State Senator Ida Ruben was on hand to answer questions.

The meeting included lively discussions on:

- The housing shortage in the region, and in Montgomery County in particular (the subject of the “More Households” scenario that would increase the number of households in the region by more than 200,000).
- Issues related to transit projects in the scenario study, including the status of the Purple Line.
- Aspects of transit-oriented development, including comments that TOD must be designed in a manner sensitive to local communities.

ATTENDANCE
CAC Meeting, December 20, 2005

Members in attendance

1. Dennis Jaffe, Chair, DC
2. Ephrem Asebe, MD
3. Stephen Caflisch, MD
4. Stephen Cerny, Vice Chair, VA
5. Elvin Crespo, MD
6. Don Edwards, DC
7. Harold Foster, DC
8. Grace Malakoff, DC
9. Allen Muchnick, VA
10. Lee Schoenecker, DC

Members not in attendance

1. Nathaniel Bryant, MD
2. Jim Larsen, VA
3. Stewart Schwartz, VA
4. Emmet Tydings, Vice Chair, MD

Alternates in attendance

Robin Marlin, DC

Staff/Others

Mike Farrell, COG/TPB

Ron Kirby, COG/TPB

John Swanson, COG/TPB

2005 Monthly Meeting Attendance Citizens Advisory Committee to the TPB

APPOINTMENTS FOR 2005 WERE MADE AFTER THE JANUARY AND FEBRUARY CAC MEETINGS.

| | Mar | Apr | May | Jun | Jul | Sep | Oct | Nov* | Dec* |
|------------------------------------|-----|-----|-----|-----|-----|-----|-----|------|------|
| <i>District of Columbia</i> | | | | | | | | | |
| Dennis Jaffe | X | X | | X | X | X | X | X | X |
| Don Edwards | X | X | X | X | X | | X | X | X |
| Harold Foster | X | X | X | X | X | X | X | | X |
| Grace Malakoff | X | X | X | X | X | X | X | X | X |
| Lee Schoenecker | X | | | X | X | X | X | X | X |
| | | | | | | | | | |
| <i>Maryland</i> | | | | | | | | | |
| Ephrem Asebe | | X | X | X | X | X | X | X | X |
| Nathaniel Bryant | X | X | | X | X | X | | X | |
| Stephen Caflisch | X | X | X | | | X | X | X | X |
| Elvin Crespo** | | | | | | | X | X | X |
| Emmet Tydings | | X | X | | X | X | X | X | |
| | | | | | | | | | |
| <i>Virginia</i> | | | | | | | | | |
| Stephen Cerny | X | X | X | X | X | X | X | X | X |
| Michael LaJuene*** | X | X | X | | | | | | |
| Jim Larsen | X | X | X | X | X | X | | X | |
| Allen Muchnick | X | X | X | X | X | X | X | X | X |
| Stewart Schwartz | X | X | | X | X | | X | | |

*The previously scheduled meeting dates for November and December were changed.

** Elvin Crespo was appointed in October.

*** Michael LaJuene resigned in October.

| Table of Origin Station by Mode Access* | | | | | | | | | | | |
|--|----------------|-------------|---------------|-------------------------------|------------------|-------------------------------------|-------------------------------|------------|----------------------------|-------------|----------------|
| Origin Station/Mode | Bicycle | Walk | % Walk | Drove a Car and Parked | All modes | Rode with someone who Parked | Dropped off by Someone | Bus | AMTRAK, MARC or VRE | Taxi | Unknown |
| Federal Center | 4 | 4550 | 94.2% | 76 | 4830 | | | | | | |
| Capitol South | 14 | 6200 | 93.8% | 56 | 6609 | | | | | | |
| Archives-Navy Mem | 10 | 7310 | 93.5% | 91 | 7817 | | | | | | |
| Judiciary SQ | 0 | 9480 | 92.9% | 223 | 10201 | | | | | | |
| Farragut North | 44 | 24214 | 92.4% | 339 | 26202 | | | | | | |
| McPherson SQ | 18 | 15404 | 92.2% | 320 | 16700 | | | | | | |
| Federal Triangle | 0 | 10591 | 92.2% | 234 | 11489 | | | | | | |
| Farragut West | 24 | 22748 | 92.0% | 431 | 24714 | | | | | | |
| Court House | 0 | 6373 | 91.6% | 265 | 6954 | | | | | | |
| Woodley Park Zoo | 39 | 5555 | 90.9% | 122 | 6109 | | | | | | |
| Metro Center | 61 | 24548 | 89.1% | 728 | 27548 | | | | | | |
| Smithsonian | 0 | 11808 | 88.1% | 406 | 13409 | | | | | | |
| Waterfront | 5 | 3340 | 87.6% | 103 | 3814 | | | | | | |
| Gallery Place | 0 | 12260 | 86.4% | 425 | 14198 | | | | | | |
| Van Ness | 8 | 5617 | 85.7% | 236 | 6557 | | | | | | |
| Foggy Bottom | 13 | 18673 | 85.4% | 360 | 21857 | | | | | | |
| Dupont Circle | 39 | 20433 | 85.0% | 448 | 24040 | | | | | | |
| Cleveland Park | 8 | 4637 | 84.7% | 264 | 5474 | | | | | | |
| U Street | 5 | 3167 | 84.6% | 102 | 3744 | | | | | | |
| Mt Vernon SQ | 7 | 1658 | 84.2% | 205 | 1969 | | | | | | |
| Virginia Square | 31 | 2441 | 83.0% | 231 | 2940 | | | | | | |
| Arlington Cemetery | 0 | 1479 | 82.3% | 51 | 1797 | | | | | | |
| Navy Yard | 0 | 2602 | 82.0% | 155 | 3173 | | | | | | |
| Eastern Market | 46 | 4014 | 81.7% | 203 | 4912 | | | | | | |
| Columbia Heights | 56 | 4352 | 81.5% | 38 | 5339 | | | | | | |
| Crystal City | 25 | 10640 | 80.8% | 403 | 13168 | | | | | | |
| L'Enfant Plaza | 0 | 18021 | 79.3% | 620 | 22716 | | | | | | |
| Shaw Howard U | 40 | 2571 | 77.3% | 222 | 3326 | | | | | | |
| Clarendon | 29 | 2163 | 72.7% | 418 | 2975 | | | | | | |

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|------------------------------|-----|-------|-------|------|-------|--|--|--|--|--|--|
| Eisenhower Avenue | 0 | 1051 | 72.6% | 70 | 1447 | | | | | | |
| Bethesda | 12 | 6880 | 71.4% | 902 | 9635 | | | | | | |
| Rosslyn | 13 | 10921 | 70.3% | 685 | 15527 | | | | | | |
| Ballston | 33 | 7670 | 67.5% | 1073 | 11355 | | | | | | |
| Tenley Town | 111 | 4117 | 67.3% | 366 | 6119 | | | | | | |
| Friendship HTS | 36 | 5679 | 63.9% | 1130 | 8892 | | | | | | |
| Pentagon City | 11 | 9060 | 63.8% | 1220 | 14196 | | | | | | |
| Medical Center | 88 | 3027 | 63.0% | 178 | 4801 | | | | | | |
| King Street | 33 | 3609 | 61.2% | 181 | 5899 | | | | | | |
| Union Station | 53 | 17924 | 60.9% | 563 | 29439 | | | | | | |
| Braddock Road | 48 | 2039 | 59.5% | 115 | 3429 | | | | | | |
| Stadium Armory | 5 | 1816 | 58.0% | 654 | 3130 | | | | | | |
| Georgia Avenue | 0 | 2156 | 54.6% | 119 | 3950 | | | | | | |
| Brookland CUA | 10 | 3565 | 53.9% | 605 | 6616 | | | | | | |
| Silver Spring | 101 | 6453 | 51.7% | 1418 | 12484 | | | | | | |
| Benning Road | 0 | 1488 | 50.4% | 357 | 2952 | | | | | | |
| Potomac Avenue | 0 | 1487 | 49.0% | 220 | 3035 | | | | | | |
| Deanwood | 0 | 836 | 43.0% | 583 | 1945 | | | | | | |
| National Airport | 0 | 2525 | 42.0% | 869 | 6016 | | | | | | |
| Takoma Park | 41 | 2649 | 41.8% | 871 | 6335 | | | | | | |
| West Hyattsville | 28 | 1385 | 40.1% | 874 | 3452 | | | | | | |
| Congress Heights | 7 | 767 | 39.3% | 125 | 1951 | | | | | | |
| Forest Glen | 23 | 759 | 36.6% | 847 | 2076 | | | | | | |
| White Flint | 8 | 1559 | 36.3% | 1614 | 4293 | | | | | | |
| East Falls Church | 113 | 1521 | 35.3% | 1311 | 4312 | | | | | | |
| Minnesota Avenue | 0 | 1042 | 35.0% | 712 | 2977 | | | | | | |
| Twinbrook | 57 | 1540 | 34.9% | 1715 | 4409 | | | | | | |
| Prince George's Plaza | 15 | 1474 | 34.1% | 1648 | 4321 | | | | | | |
| Pentagon | 0 | 4447 | 30.2% | 426 | 14720 | | | | | | |
| Grosvenor | 80 | 1131 | 29.2% | 1315 | 3877 | | | | | | |
| College Park | 100 | 960 | 28.8% | 798 | 3333 | | | | | | |
| Wheaton | 27 | 1119 | 23.5% | 2329 | 4759 | | | | | | |
| Capitol Heights | 0 | 502 | 23.5% | 669 | 2135 | | | | | | |
| Rockville | 44 | 952 | 22.7% | 1360 | 4191 | | | | | | |

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|---|-------|--------|-------|--------|--------|-------|--------|--------|--------|-------|--------|
| Rhode Island Avenue | 19 | 1058 | 20.3% | 1290 | 5224 | | | | | | |
| Fort Totten | 0 | 1146 | 19.0% | 1175 | 6023 | | | | | | |
| Naylor Road | 22 | 490 | 18.6% | 814 | 2628 | | | | | | |
| Dunn Loring | 63 | 731 | 16.4% | 2235 | 4468 | | | | | | |
| Suitland | 0 | 878 | 16.1% | 2943 | 5461 | | | | | | |
| Van Dorn Street | 9 | 554 | 14.1% | 1008 | 3919 | | | | | | |
| Huntington | 19 | 1041 | 13.9% | 3718 | 7482 | | | | | | |
| Cheverly | 11 | 205 | 13.4% | 776 | 1530 | | | | | | |
| Anacostia | 0 | 847 | 11.7% | 1289 | 7228 | | | | | | |
| Vienna | 136 | 1391 | 11.3% | 7107 | 12293 | | | | | | |
| Glenmont | 14 | 508 | 9.3% | 3288 | 5457 | | | | | | |
| Southern Avenue | 0 | 441 | 8.8% | 2614 | 4984 | | | | | | |
| New Carrollton | 0 | 727 | 8.4% | 4812 | 8698 | | | | | | |
| West Falls Church | 9 | 671 | 8.2% | 2223 | 8177 | | | | | | |
| Landover | 0 | 220 | 6.9% | 2117 | 3195 | | | | | | |
| Franconia-Springfield | 17 | 456 | 5.3% | 5782 | 8591 | | | | | | |
| Addison Road | 0 | 284 | 4.7% | 2028 | 6013 | | | | | | |
| Greenbelt | 20 | 270 | 3.8% | 4689 | 7015 | | | | | | |
| Shady Grove | 19 | 342 | 3.1% | 5781 | 11101 | | | | | | |
| Branch Avenue | 10 | 48 | 0.9% | 4003 | 5355 | | | | | | |
| Total | 1,991 | 393267 | | 95389 | 647431 | 4180 | 35,396 | 88,466 | 10,382 | 1,957 | 16,405 |
| % | 0.31% | 60.74% | | 14.73% | 100 | 0.65% | 5.47% | 13.66% | 1.60% | 0.30% | 2.53% |
| * From the 2002 WMATA Rail Passenger Survey | | | | | | | | | | | |