

**Statement of the Washington Area Bicyclist Association Before the
Transportation Planning Board
May 19th, 2010**

My name is Eric Gilliland and I'm here today to express the support of the Washington Area Bicyclist Association for the District Department of Transportation's bike lane pilot project and urge the Transportation Planning Board to include it in the Constrained Long Range Plan and the FY 2011-2016 TIP.

The proposed protected bike lanes on Pennsylvania Avenue, L Street and M Street, 15th and 9th Streets are important additions to the DC bike network, and with the eventual dramatic expansion of bike sharing in downtown, will be important for the future safety and mobility of cyclists. Contrary to claims made in the media by AAA Mid Atlantic, the new protected bike lanes on Pennsylvania Ave will have no impact on vehicle level of service. According to a study by the District Department of Transportation and the proposed protected bike lane on L Street will lead to a slight decrease in level of service at only 2 of 16 intersections studied.

Continuing to fan the flames of the DC's supposed "War on Drivers", AAA Mid-Atlantic recently expressed concern that new downtown bike lanes will add to congestion and increase driver frustration. However, you need look no further than a survey of AAA members to see that such facilities would actually help more people try cycling for transportation. When asked if bike sharing, bike lanes and other improvements will make them more likely to bike to work on a regular basis, 20% of AAA members said yes. What better way to relieve congestion than by encouraging people to switch to other modes of travel. In a time when transportation budgets are being slashed, and when nearly half the trips in the US are under three miles in length yet 90% of those trips are made by car, we can think of no better (or cheaper) way to improve mobility than by providing high quality bike facilities.

As the TPB considers this project I urge you to bear in mind that many of the bike lane proposals were approved in the DC Bicycle Master Plan, and the downtown bike lane proposal was the subject of a DDOT-hosted public meeting. I would also remind you that those calling for a more rigorous environmental analysis have referred to Arlington's efforts for more environmental accountability on the Virginia HOT lane project as "disappointing, damaging and hypocritical".

To borrow a phrase from a bicycling Congressman, cyclists are not at war with drivers, but we refuse to surrender to them.

Eric Gilliland



**AAA Mid-Atlantic's
Comments on Proposed Significant Changes
To the 2010 Constrained Long Range Plan
May 19, 2010**

Mr. Chairman and Members of the TPB:

I'm Lon Anderson, Managing Director of Public and Government Affairs for AAA Mid-Atlantic. As always, thank you so much for the opportunity to share our concerns.

You have before you today an action item—Approval of project submissions for the 2010 CLRP. I want to address one item from this group—DC's proposed pilot Bike Lane Project (page 4 of Mr. Kirby's Memo to you under item 7).

It is important that all projects which will likely have significant traffic and air quality impacts be required to undergo the same intense scrutiny and public hearing and approval process that you have put in place.

Your footnote on the Bike Lane Project page explains your action for accepting this proposal as a pilot project, which is entirely appropriate. And I quote—

"Because this is a "pilot project", it will not be considered permanent until the District Department of Transportation has evaluated the effectiveness and impacts of the proposed changes. If DDOT decides to make them permanent, they will be required to submit them again for air quality conformity testing in the future."

Changes made to major arteries, especially in a region such as ours that has continued to vie for the nation's worst gridlock, certainly impact and have ripple effects, not just immediately adjacent, but also on traffic and air quality in neighboring vicinities. These need be identified and understood before permanent changes are approved.

You certainly required this for building the HOT Lanes on I-95 and I-495, and likewise for construction of the ICC. It is, therefore, appropriate to require it for proposed elimination of traffic lanes in the District of Columbia.

It is my understanding that you have just recently received some documentation from DDOT concerning this project. We look forward to reviewing it and hope that you, too, will continue on your current path that will allow all users and impacted parties to review, evaluate and comment about the District's very last-minute submissions.

Thank you, again, for your consideration and we urge you, when you act on this project today, to take actions that will ensure that this project, like all projects that could significantly impact regional mobility and air quality, receives equal scrutiny and is held to comparable standards. Again, thanks for the opportunity to comment.

**Statement of Matthew T. Moskitis
To the National Capital Region Transportation Planning Board
May 19, 2010**

Over the past two decades our region has experienced significant increases in transit ridership, teleworking, carpooling, etc.

Yet, these increases pale in comparison to dramatic increases in registered vehicles and vehicle miles traveled.

Today there are more vehicles in our region driving more miles than ever before.

And yet, our air quality has improved significantly. The transportation segment improvement is attributable largely to technological breakthroughs involving cleaner fuels and engines, not behavioral changes.

The "What Would it Take" report on reducing transportation sector greenhouse gas emissions identifies three key measures through which our region should concentrate to mitigate transportation sector carbon emissions.

Fuel efficiency, alternative fuels, and travel efficiency.

Fuel efficiency and alternative fuels have the greatest potential to reduce carbon emissions, yet neither of these measures is really within the TPB's ability to influence.

The "What Would it Take" report importantly observes that CO₂ emissions are highest when vehicles travel at stop-and-go speeds and acknowledges that by 2030 this region will still be dominated by single occupancy vehicle trips.

Since the region already is a national leader in transit, carpooling, teleworking etc., the upside for increases in these alternatives is finite and the lack of any reference in this report to the need for improved highway capacity and connectivity is alarming. Consistent, perhaps with this body's longstanding refusal to even test new highways and bridges, but alarming nevertheless.

In a region that is already the nation's second most congested, a region that is expecting over a million new citizens by 2030 and a region with a CLRP already greatly deficient in road capacity, it is inconceivable that any greenhouse gas emissions plan would ignore the need for more capacity to reduce stop-and-go traffic conditions on our region's highways and arterials and CO₂ emissions in our atmosphere.

With greater fuel efficiency and cleaner alternative fuels, single occupancy vehicle use will likely increase as it becomes increasingly less harmful and potentially less expensive for more residents to opt for the convenience of the automobile.

One of the major findings of this report is that additional strategies must be analyzed and adopted to meet the region's CO₂ reduction goals.

The Alliance submits to you that additional roadway capacity should be at the top of that list.

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