

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						

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						

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											