

Transcript of Proceedings

GOVERNMENT OF THE DISTRICT OF COLUMBIA

PUBLIC HEARING

DISTRICT OF COLUMBIA BICYCLE TRANSPORTATION

PLAN AND PROGRAM

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October 9, 1975

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GOVERNMENT OF THE DISTRICT OF COLUMBIA

PUBLIC HEARING

THURSDAY, OCTOBER 9, 1975

DISTRICT OF COLUMBIA BICYCLE TRANSPORTATION
PLAN AND PROGRAM

Auditorium
M. L. King Public Library
9th and G Streets, N.W.
Washington, D. C.

ROBERT GARDNER (Hearing Officer)
Assistant to the Deputy Director
D. C. Department of Human Resources

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C O N T E N T S

	<u>STATEMENTS OF:</u>	<u>PAGE:</u>
1		
2		
3	DOUGLAS SCHNEIDER,	6
4	Acting Director D. C. Department of Transportation	
5	MS. NINA DOUGHERTY	19
6	U. S. Environmental Protection Agency	
7	W. W. JOURDIN	11
8	REGINALD TAYLOR	23
9	Cooperative Extension Service 4-H and Youth, D. C. Federal College	
10	PERRY DAVISON	25
11	LOUIS JOUGHIN	30
12	ROBERT KENNEY	34
13	TED PRAHINSKI SAC #1	42
14	WILLARD FOSTER	57
15	PHILIP SCHWARTZ	61
16	DOUGLAS MC NUTT	65
17	MS. JEANNE ULRICH	69
18	WAYNE WHITNEY	70
19	PETER GLICKERT	70
20	INSERTIONS AND ADDITIONAL COMMENTS RECEIVED	Following Page 74
21		
22		
23		
24		
25		

P R O C E E D I N G S

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3 MR. GARDNER: This hearing will come to order.

4 I am Robert Gardner, Assistant to the Deputy
5 Director
6 for Social Services, District of Columbia Department
7 of Human Resources. I have been designated by the Mayor of the
8 District of Columbia to conduct the public hearing on the
9 proposed Bicycle Transportation Plan and Program for the
10 District of Columbia.

11 The purpose of this hearing is to give the public
12 an opportunity to comment on the proposals described in the
13 report, "Bicycle Transportation Plan and Program for the
14 District of Columbia".

15 This report, which was made public in August, is also
16 being made part of the hearing record. The plan and program
17 set forth in this report, as well as an modifications thereto,
18 are appropriate for comment at this hearing. I hope all of
19 you have had access to this report. In any event, copies
20 of the report are presently available in this room. I
21 understand that all public libraries in the District of Columbia
22 also have copies for public inspection.

23 Mr. Douglas N. Schneider, the Acting Director of
24 the District of Columbia Department of Transportation, who
25 will be our first witness, will describe the proposed bikeway
plan and program.

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Notification of this hearing was published in local and regional newspapers, the Washington Post, the Washington Star, the Washington Afro-American, and also the D. C. Register. A copy of the notice, and specific publication dates will be entered into the record at this point.

(NOTICES FOLLOW)

1 Notification of this hearing was also accomplished
2 through direct mailings to other local news media; to pro-
3 fessional and civic associations, to government agencies, and to
4 individuals thought to have an interest in the project. Copies
5 of the report were automatically sent to organizational
6 entries on the D. C. Department of Transportation mailing list,
7 and to others upon request.

8 After I complete my statement setting forth the
9 manner in which I expect this hearing to proceed, a repre-
10 sentative of the District of Columbia Department of Transporta-
11 tion will elaborate on the plan. After that presentation, the
12 individuals responding to the notice of this hearing will be
13 given an opportunity to present their views, followed by
14 others who wish to be heard.

15 In the interest of providing maximum opportunity to
16 those who came tonight to be heard, I am limiting each
17 individual witness to ten minutes.

18 As provided for in the hearing notice, a witness
19 list has been prepared from names submitted to the Executive
20 Secretary, Office of the Mayor of the District of Columbia.
21 The names of people and organizations were placed on the list
22 in the order that they were received, and I will call for
23 witnesses in that order. After the people on the list have
24 completed giving their testimony, I will recognize others
25 who are present today and would like to be heard. Feel free

1 to either present oral remarks or to read or to summarize
2 from a written statement.

3 Written statements may be submitted until Monday,
4 October 19, 1975, until 5:00 p.m., for inclusion in the
5 record. Such statements will be received by the Executive
6 Secretary, District of Columbia in Room 528 of the District
7 Building, Washington, D. C. 20004.

8 A stenographic record is being made of this
9 proceeding. Copies of the transcript may be purchased from
10 the reporter, whose name and address will be furnished to
11 you upon request.

12 The hearing will close at or before 9:30 p.m.
13 tonight. If the hearing is not completed tonight, we will
14 continue it tomorrow in this same room beginning at 9:00 a.m.

15 Your views are earnestly solicited in this public
16 hearing and they will be carefully evaluated prior to reaching
17 any final determination in this matter.

18 The first witness is Mr. Douglas N. Schneider,
19 Acting Director, District of Columbia Department of
20 Transportation.

21 STATEMENT OF DOUGLAS N. SCHNEIDER, ACTING
22 DIRECTOR, DISTRICT OF COLUMBIA DEPARTMENT
OF TRANSPORTATION.

23 MR. SCHNEIDER: Thank you, Mr. Gardner. I have
24 with me three or four staff people who actually worked on and
25 developed this plan and who will be available for any questions

1 and will be here throughout the hearing to answer those
2 questions.

3 I would like to welcome you and the citizens to
4 this hearing and I look forward to hearing their testimony
5 and I plan to listen to it as well.

6 We consider citizen participation to be an essential
7 ingredient in our planning process both as a means to make
8 our plans responsive, and to maintain an openness in our
9 public business.

10 Although always susceptible to improvement, citizen
11 and intergovernmental participation were provided for in this
12 planning study by our establishing and working with Citizens
13 and Technical Advisory Committees. Moreover, we attempted
14 to achieve wide dissemination of the final report beginning
15 with a press conference that I held on August 1, 1975.

16 I sincerely hope that you found the report both
17 accessible and comprehensive. I shall quickly summarize the
18 suggested plan and program.

19 One major proposal is the addition of 75 miles of
20 bikeway to existing bike routes to form a citywide arterial
21 system of about 170 miles. The system was conceived to serve
22 the major portion of relatively long bicycle trips. Most
23 trips will begin and end off the arterial system but about
24 90 percent of the activity centers identified in the study are
25 within three blocks of a bikeway.

1 Route substitutions, additions or deletions can and
2 will be made over time as we monitor bikeways and other streets
3 for bicycle use and problems.

4 The plan includes a wide variety of bikeway types
5 ranging from the simplest where bicycles are mixed with other
6 traffic in oversized lanes to the highest order where bicycles
7 can be operated in a separate exclusive right of way. The plan
8 also includes a proposal for making a local street in Georgetown
9 a bicycle priority thoroughfare. This range of treatments
10 will also permit the city to compare operating performance
11 and thereby guide us in making better bikeway type selections
12 in the future.

13 This plan also points up the importance of smooth
14 surfacing for bicycling and the need for maintaining smoothness
15 and debris-free bikeways. Various intersection turning patterns
16 have been identified including those controlled by a special
17 signal phase for bicyclists. Final selection of particular
18 intersection treatments will be made during the design stage
19 of bikeway development.

20 Currently, it is estimated that 60 percent of all
21 bicycle trips are made to arrive at a specific destination --
22 others are for recreational riding. With the high incidence
23 of bicycle theft in the city, it is realized that inadequate
24 or non-existent parking facilities can seriously impede bicycle
25 use. A nine-point parking program is laid out in the report

1 with particular emphasis on the locker type facility as the
2 preferred parking device for long-term storage.

3 In addition, the plan includes a suggested safety
4 campaign involving safety education in schools and in driver
5 training courses, the revision of the driver licensing
6 examinations to reflect bicycles as bona fide vehicles, and
7 the promotion of bicycle safety through the community programs
8 of the Traffic Safety Coordinator.

9 The estimated cost of the plan, excluding right of
10 way acquisition and costs that can be incorporated into bridge
11 and street improvement projects, is \$1,141,000 at today's
12 prices. As of now, the Department has committed all previously
13 appropriated funds for bikeways, has requested \$330,000 in
14 the FY 1976 budget, and will request additional funds in the
15 future fiscal years.

16 In this regard, I should appreciate hearing all of
17 the views of the people on this project on priorities and
18 staging. This will be most helpful in developing a final
19 financial and implementation schedule.

20 In closing, I thought a brief enumeration of several
21 Departmental activities would be of interest.

22 1. Our designers are incorporating bicycle and
23 pedestrian accommodations in all bridge construction and
24 reconstruction projects. That is important. In the past
25 when we have built bridges we have not been concerned about

1 pedestrians or others getting across and we are trying to
2 pay some attention to this in this new development approach.

3 2. We welcome complaints on street conditions
4 at telephone number 629-5325 and attempt to respond with
5 rapid repairs.

6 3. Our designers have developed a sewer grate
7 that is hydraulically effective and safe for bicyclists. This
8 design will be used on all future street projects.

9 4. We will shortly install experimental coin-
10 operated bicycle lockers for public use and demonstration.
11 The plan there, I believe, is to install ten bike lockers in
12 the F Street Mall.

13 5. We hope to develop a bicycle tour that will
14 interconnect major points of interest for use during the
15 Bicentennial Celebration.

16 I am eager to hear your views on the potential of
17 this plan to induce greater use of this very efficient trans-
18 portation mode and to provide a safer environment for those
19 who choose to use it.

20 With that, I think I have used up my ten minutes.

21 MR. GARDNER: Thank you very much, Mr. Schneider.

22 Now we will begin calling the public witnesses, the citizens.

23 The first name on the list is Mr. W. W. Jourdin.
24
25

1 STATEMENT OF W. W. JOURDIN, WASHINGTON AREA
2 BICYCLE ASSOCIATION

3 MR. GARDNER: I understand, Mr. Jourdin, that you
4 represent the Washington Area Bicycle Association?

5 MR. JOURDIN: Yes, Mr. Chairman. I am Vice
6 President and General Counsel of the Washington Area Bicycle
7 Association.

8 We appreciate the District Government's invitation
9 to comment on the D. C. Department of Transportation's
10 Bicycle Plan and Program for the District of Columbia. We,
11 the Washington Area Bicycle Association, or WABA, are an
12 association of almost 1000 adult citizen-taxpayer bicyclists
13 who seek to make bicycling a safer and more convenient
14 means of transportation in the Washington Metropolitan area.

15 We have been unable to develop a final position on
16 the DOT proposal because of the vagueness of the materials
17 available to our membership. Our comments tonight, therefore,
18 have to be tentative. We will be able to offer more definitive
19 comments after the DOT proposal is spelled out in sufficient
20 detail so that our membership can be fully informed on what
21 is proposed.

22 At the end of this statement, at least our written
23 statement -- I don't know if I will bother with it in the
24 hearing tonight -- we will spell out what must be done for
25 the public to have sufficient information to take a position.

1 We assume the DOT will not attempt to present
2 this proposal in its present form to the City Council. It
3 is just too vague, and it really offers no opportunity for
4 informed public comment.

5 That is the introductory negative side of it. The
6 positive, however, far outweighs the negative. This study
7 provides a good tentative framework for carrying out the
8 execution of a safe and convenient network of commuter bikeways
9 in the District.

10 Heretofore, to our knowledge, no such framework
11 existed. As a result, bikers and government officials have
12 often been at cross purposes in their assumptions as to the
13 standards which should govern the selection and execution of
14 such a network.

15 The conflict has been not only between bikers and
16 officials but also among bikers and among officials. When
17 an agreed-upon framework such as that here proposed is
18 finally adopted, we can exert our major efforts to working
19 together rather than having to dissipate them in controversy.

20 The study failed to address the lack of coordination
21 in the District Government in its approach to bicycles and
22 bikeways and everything having to do with bicycles. Up to
23 now there has been no coordination whatsoever. Each
24 responsible official who may have had the best of intentions,
25 who may have had the best intentions when his act conflicted

1 with his fellow officials, bicyclists only came a cropper.
2 We are gratified that the formation of a unified Department
3 of Transportation makes a consistent approach more feasible.
4 We urge the Director to give one officer in his Department
5 full authority over bicycling matters and to require full
6 accountability from that officer for coordination of bicycle
7 matters throughout the DOT and throughout all other branches
8 of the District Government.

9 A prime example of the lack of and need for coordina-
10 tion is the present bicycling parking situation in the District.
11 At the present, the District Government has several uncoordinated
12 bureau which affect bicycle parking. The GSA leases buildings
13 for D. C. Government offices without doing anything whatsoever
14 to get the landlords to provide safe and convenient bike parking.

15 The DOT's offices in the Presidential Building are
16 a case in point -- the bicyclists who work in the DOT or who
17 have business with the DOT have no adequate place to park
18 their bicycles -- in fact, the landlord refuses to allow
19 bicycles in the building.

20 The DOT should take the lead in changing this
21 situation and it should not wait until tomorrow before doing
22 something about it.

23 We have considerable expertise in this area and
24 will be delighted to assist the DOT and other District
25 Government offices in changing the situation.

1 The Zoning Commission is another arm of the District
2 Government whose policies should be coordinated with those of
3 the DOT. Legislation should be drafted and presented to the
4 City Council requiring that residential and commercial
5 landlords throughout the District make reasonably adequate
6 provision for the parking and related needs of the cycling
7 public. Again, we will be happy to work with the DOT, the Zoning
8 Commission, and other agencies in this effort.

9 Another instance of unfair treatment of bicyclists
10 is that displayed by the managers of L'Enfant Plaza and other
11 ostensibly public areas of the District which are, in fact,
12 in private hands unknown to the majority of the public. L'Enfant
13 Plaza has no signs prohibiting bicycle parking, yet the
14 people there, the guards, persist in cutting the locking devices
15 of innocent bicyclists who park there. They continue to do
16 this despite the fact that at least one bicyclist has obtained
17 a court judgment against them for their actions, for this
18 action on their part.

19 We think this is disgraceful behavior. If the
20 private owners won't see such behavior, we hope to see the
21 City Council enact such legislation making it very unprofitable
22 for them to continue it.

23 We are delighted to see the study endorse the
24 principle that bikeway use should not be compulsory. If
25 bikeways are good and if they offer safe and convenient means

1 of transportation, cyclists will use them. No compulsion is
2 necessary. If they are bad it would be criminal to require
3 their use.

4 We are also delighted to see the study's recommenda-
5 tion of more frequent resurfacing, maintenance and cleaning of
6 bikeways. This is vital and it is usually something that is
7 ignored in other bikeway studies I have seen. It is a very
8 forward step.

9 The study is completely silent on the problem
10 created by parallel bar drain grates. We are pleased the
11 Director has said the District now has a design for a trap-
12 proof drain grate, and such drain grates will be placed on
13 bikeways. But that is not enough. Bicyclists are not
14 only going to be using bikeways, bicyclists use all of the
15 streets in the District and a drain grate on a street which
16 is not designated as a bikeway can kill a bicyclist just as
17 dead as a drain grate on a bikeway.

18 All of the parallel bar drain grates in the District
19 must be replaced.

20 Another area in which the study is silent is that
21 of diesel exhausts from trucks and buses. These are a
22 tremendous impediment to bicycling. The Environmental
23 Protection Agency is negligent in failing to do anything about
24 this, failing to put forth any standards.

25 We would like to see the DOT of the District take

1 the lead in stopping noxious exhaust fumes, whether or not
2 they are visible. Visibility does not relate to noxiousness.
3 We hope they can work with the Police Department to ticket
4 those offending vehicles.

5 The bicycle safety program set forth in the study
6 is admirable. We will cooperate fully with the DOT to help
7 make it a reality. We would like to see the bikes have
8 equal rights signs appear on posts throughout the city. They
9 appeared for a short time a couple of years ago but I do not
10 think they have appeared since. We think it should be
11 a permanent feature rotating throughout the city.

12 The study's design on page 29 of the blue booklet
13 for preferential bicycle streets would completely prohibit all
14 cross traffic. We think this is crazy. You don't need it to
15 make biking safer and more convenient on a street; there is
16 no such need. We think it is a bad design principle and a
17 complete failure.

18 We also take issue with the study's fostering of
19 symbolic separation. The study seems to think either painted
20 lane markers or perhaps signs up there will make biking safer
21 on certain streets. We take issue with that. Unless there
22 is physical separation by barrier, bicycling is not going to be
23 any safer. Motor vehicles will encroach and by encroach I mean
24 run over bicyclists and run them off the road if there is
25 no physical separation.

1 Now as to specific comments which have to be
2 tentative because of the vagueness of the study on specific
3 routes. The study does not seem to follow what I thought was
4 going to be one of the most important principles governing it,
5 an attempted linkage with bikeways in other jurisdictions.
6 For example, no route is shown from the Abandoned Trolley Line
7 to and over Chain Bridge or out MacArthur Boulevard and/or the
8 Abandoned Trolley Line to link with apparently existing routes
9 in Virginia and Maryland.

10 Also, the Bolling Air Force Base route just ends at
11 the Naval Research Laboratory. It should link up with routes
12 in Oxon Hill.

13 Massachusetts Avenue, Northwest, Northeast, and
14 Southeast, should be included in the proposed system
15 throughout its length so as to include Union Station, D. C.
16 General Hospital and DuPont Circle. The intersecting squares,
17 Mt. Vernon, Stanton, and Lincoln, should have curb cuts on
18 their diagonally opposite corners.

19 Connecticut Avenue for some reason is not shown on
20 the map as a so-called existing route even though it was
21 approved by the City Council last year to run from Western
22 Avenue to Rock Creek Parkway.

23 How the contractors decided for the study what were
24 existing routes and what were not is a mystery. I think the
25 principles should be laid out. The treatment of Pennsylvania

1 Avenue is inexplicable. It certainly should be shown as a
2 proposed route since it is part of the Environmental Protection
3 Agency's Transportation Control Plan for the District. It is
4 not even shown as a proposed route.

5 There is no adequate treatment of it. We see no
6 reason why Pennsylvania Avenue, Southeast, from 2nd to 17th
7 Street, should not be a first priority route. The median is
8 wide and ideally suited for a bikeway. We understand the
9 National Capitol Parks is in favor of it. It could be handled
10 very easily by banning traffic on Pennsylvania Avenue from
11 making left turns.

12 The other parts of Pennsylvania Avenue should be
13 considered for inclusion in the system because it would link
14 far Anacostia with Georgetown, a major artery.

15 MR. GARDNER: Mr. Jourdin, if there are a few more
16 points that you would like to summarize, we have gone a little
17 bit over now.

18 MR. JOURDIN: All right, Mr. Hearing Officer.

19 All of these things are covered in the written
20 presentation. The Metro Station should be shown on the map
21 so we can decide whether there is adequate linkage. Maryland
22 Avenue, Northeast, should be included. There should be a
23 bike crossing of the Potomac in conjunction with the Metro
24 Crossing at 14th Street.

25 I discuss a lot of other routes. There are multiple,

1 minor discrepancies in the study detailed in our statement
2 and I think our written statement which we will submit for
3 the record details these in sufficient detail.

4 Again, we appreciate the opportunity to present our
5 statement. We are encouraged by the efforts the DOT is making
6 to create a safe and convenient bikeway system which will be
7 responsive to the needs of the commuting public and we offer
8 our assistance.

9 MR. GARDNER: We appreciate your taking the time
10 to come and share your thoughts with us.

11 Before continuing with the next public witnesses,
12 at this time I would like to ask Ms. Nina Dougherty of the
13 United States Environmental Protection Agency to come forward,
14 she would like to make a statement.

15 STATEMENT OF MS. NINA DOUGHERTY, U. S.
16 ENVIRONMENTAL PROTECTION AGENCY

17 MS. DOUGHERTY: Thank you very much. On behalf of
18 the Environmental Protection Agency I would like to thank
19 the D. C. Department of Transportation for their formal
20 invitation that EPA received to attend this hearing.

21 Unfortunately because of the short notice, our
22 Deputy Administrator or our Assistant Administrator for Air
23 and Waste Management regretfully could not come tonight. So
24 they have asked me to say a few words on behalf of the
25 Agency.

The Environmental Protection Agency is very pleased

1 with the D. C. Department of Transportation Bicycle Plan and
2 Program for the District of Columbia. It is a good beginning
3 in establishing a comprehensive bicycle transportation system.
4 It is the first step towards a transportation system in the
5 District of Columbia where poor people who choose not to
6 drive automobiles but to use a non-polluting mode such as
7 a bicycle can safely ride to and from major activity centers
8 in the city.

9 As you know, the Environmental Protection Agency
10 highly endorses the use of the bicycle for transportation and
11 considers it a viable mode. The bicycle is truly a quality of
12 life vehicle with its non-polluting energy efficient and space
13 efficient qualities.

14 It also provides exercise for the individual. EPA
15 has shown its endorsement of the bicycle as a viable mode of
16 transportation in several ways. Recently EPA installed 30
17 completely enclosed bicycle lockers for its bike commuters to
18 EPA at the Headquarters facility. Thirty more lockers are on
19 order, and Russell Train, the Administrator of the Environmental
20 Protection Agency, recently endorsed a non-profit employee
21 organization called Bike Commuters of EPA, better known as
22 BEPA. He said in a letter to all employees "I endorse this
23 organization's aims and objectives as a commendable example of
24 voluntary pollution control efforts by EPA employees. Not only
25 does bicycle commuting reduce air pollution, but it can also

1 help improve the health and well-being of an employee, reduce
2 traffic congestion, advance energy conservation and promote
3 environmental quality."

4 The Agency definitely believes bicycling can reduce
5 a significant amount of auto pollution, especially on short
6 trips of four miles or less. Because of this we are convinced
7 that more people would bicycle to work or to subway stations
8 if these bicycle routes and storage facilities were provided.

9 Therefore, the development of bikeways have been
10 continued as a means of/abatement in the transportation control
11 plans. The transportation control plan for the District of
12 Columbia provides for a bike transportation system of 60
13 miles although we will not be able to formally evaluate all
14 of the details of the D. C. Department of Transportation's
15 bike plan at this time until it is formally submitted to EPA.

16 We feel the D. C. Department of Transportation has
17 taken a giant step forward in complying with the National
18 Capitol Transportation Control Plan. We are confident that
19 your planned bikeway transportation system should divert a
20 significant amount of auto trips to bicycle trips thus
21 contributing to a reduction of poor air quality.

22 Unfortunately, the Environmental Protection Agency
23 is not authorized to give funds for developing bicycle
24 transportation systems. But we are hopeful the D. C.
25 Department of Transportation will take advantage of applying

1 for some of the funds available under the Federal Department
2 of Transportation's Federal Aid to Highway Act and its Urban
3 Mass Transportation Act.

4 Specifically under the Urban Mass Transportation
5 Act, Sections three and five, bicycle systems, funds are
6 made available for bicycle systems through its transportation
7 improvement programs.

8 Recently I noticed in the September 17, 1975,
9 Federal Register, a notice called the Final Transportation
10 Improvement Program Regulations, they said that appropriate
11 provisions for pedestrians and bicycles, such as bicycle
12 paths and exclusive lanes, secure and convenient storage areas
13 for bicycles and other bicycle facilitation measures are
14 considered one of the major categories of action for
15 transportation improvement.

16 We can see the District of Columbia Department of
17 Transportation is committed to placing more emphasis on
18 providing for bicycle travel than it ever has before. This
19 is a commendable step forward and as the Nation's Capital,
20 D. C. can take the opportunity to set the example for other
21 cities throughout the United States.

22 MR. GARDNER: Thank you very much.

23 Are there any other Federal or public agencies
24 representatives that would desire to make statements?

25 MR. TAYLOR: I represent the 4-H and Youth Programs

1 of the Cooperative Extension Service, Federal City College
2 with Washington Technical Institute.

3 STATEMENT OF REGINALD W. TAYLOR, ACTING ASSISTANT
4 DIRECTOR, D. C. COOPERATIVE EXTENSION SERVICE

5 MR. TAYLOR: My name is Reginald W. Taylor. I am
6 Acting Director of the 4-H and Youth Development Program,
7 Cooperative Extension Service, at Federal City College.

8 Federal City College is the Land Grant Institution
9 for the City of Washington. In each state there is a Land
10 Grant institution, so therefore, the 4-H and Youth Development
11 Program at Federal City College is one of 50 Departments
12 throughout the United States, with, thus, a representation of
13 over seven million youths. Eighty-five per cent of these
14 youths are bicycle riders.

15 Our interest in the bikeway Plan and Program that
16 is presented by the Department of Transportation is the safety
17 factor. I would like to read from a few paragraphs of a letter
18 that I wrote to the Executive Secretary for the Mayor.

19 "As you are aware, bicycling is an important and
20 attractive form of urban recreation and transportation. Over
21 180,000 residents of the District of Columbia rode bicycles in
22 Fiscal Year 1975.

23 "Bicycle safety has been less than satisfactory; in
24 fact, this problem has been critical at times. According to
25 a recent survey prepared for the D. C. Department of Highways

1 and Traffic 'there were 14,000 bicycle accidents and 40 per
2 cent (5,300) of these accidents involved motor vehicles'.

3 Realizing that accidents involving motor vehicles
4 are the most serious problems facing bicyclists, because the
5 bicycle offers little or no protection to the rider; the
6 prevention of accidents are thus obviously important to the
7 encouragement of safe bicycle use.

8 The Highway and Traffic Department's survey
9 demonstrated the need for remedial action, and a Safety
10 Education Program that will increase public awareness of
11 bicycle safety concerns and increase cyclists and non-cyclists'
12 caution in hazardous situations.

13 I am suggesting that another effective method to
14 improve bicycle safety in an expanded program would be to
15 include the D. C. 4-H Program (Bike Safety) in school safety
16 programs, Police Department traffic safety programs, and
17 community programs that are currently administered by the
18 Office of Traffic Safety. During the spring of 1974, the
19 D. C. 4-H and Youth Program at Federal City College, developed
20 a viable Bike Safety Pilot Program. A target audience of
21 twelve elementary schools, fourth, fifth, and sixth grades
22 participated. Cooperating agencies included: Metropolitan
23 Police Department (Youth Division and Officer Friendly Program),
24 office of Traffic Safety, Department of Physical Education,
25 Health and Safety--D. C. Public Schools, and Potomac Peddlers

1 Association. This program proved to be very effective in
2 use with the target area. The D. C. Public Schools are
3 interested in establishing this program as an education tool
4 of its curriculum in the physical education, health and
5 safety program.

6 Please consider this program offered by the D. C.
7 Cooperative Extension Service at Federal City College as an
8 effective and needed resource when developing plans for the
9 Bikeway Plan and Program for Washington, D. C.

10 MR. GARDNER: Thank you very much for your testimony.
11 Now, we will resume with Mr. Perry Davison.

12 STATEMENT OF PERRY DAVISON

13 MR. DAVISON: I was pleased to see in the notice
14 for this hearing that the bus routes to this particular
15 hearing site were included in the notice. I think it is a
16 very good idea.

17 This plan, I think it is a start. First of all, I
18 agree with the Bike Association that it is vague. But I
19 kind of look at it from another point of view, that the real
20 issue is how much of a limited number of right-of-ways and
21 to some extent parking space is available. Spaces in D. C.
22 should be allocated to each mode, bicycles, pedestrians,
23 buses, trolleys -- we don't have any trolleys now, but we
24 were talking about using some trolley rights-of-way that
25 were formerly trolley rights-of-way -- taxis, autos,

1 motorcycles, etc. I would note also that none of the
2 committees, was anyone from Metro as far as I can see even
3 on. I don't see how this real issue can be addressed without
4 really looking at the particular alternatives.

5 I would like to place in the record a memorandum
6 from Mr. Jackson Graham, the subject is Proposed Bus Priority
7 Treatment for the District of Columbia.

8 There seems to be some conflicts with that particular
9 plan, with this bus plan, and I think this should be
10 resolved.

11 I think presently anyway buses are carrying a lot
12 more people than bikes are. I agree that there is potential
13 for bikes but who knows what the real potential is, whereas
14 you have people existing in buses that you know are there.

15 Now on a rainy day like today, I wonder how many
16 people really get out and ride a bike. We know some of the
17 worst traffic jams here in Washington happen on rainy days.
18 A bike is not the only low pollution, fuel efficient mode of
19 transportation. Pedestrians are, buses are. Maybe not quite
20 as much as bicycles but they are quite low pollution, even-
21 withstanding the problems with the diesel exhausts, although
22 overall they do not create that much pollution per passenger
23 on a bus.

24 Presently the bus lanes now in use are very poor
25 in design. Part of it is there are too many types of

1 vehicles allowed on the bus lanes. Originally they were bus
2 lanes and right turn only. Then taxicabs came in. I don't
3 think too many people know that there is a restriction on
4 taxicabs and that it requires two passengers in a taxicab. I
5 don't think the taxicab drivers know that, and I don't think
6 many of the police know that who are supposed to be enforcing
7 that. That would be required. One thing to look into right
8 away is how much violation of that existing ordinance is there?

9 Also, bikes are on there. Now, from my observation
10 there are not too many bicycles using it. The bicycles seem
11 to turn off on public lanes. When you see a bike lane
12 you don't see too many bikes on it. But I don't worry too
13 much about them interfering with the buses to a great extent.

14 I did notice another little thing that happened and
15 a regulation that was published in a newspaper. There are a
16 lot of motorcycles in these bus lanes now. If they really
17 put up a sign describing all of the regulations in these bus
18 lanes, no one would have enough time to read it. So that is
19 one particular part of it.

20 Another problem is not the Department of Transporta-
21 tion's fault but there seems to be a good, and I will give him
22 credit, a good bicycle user's lobby but there is no transit
23 users' lobby, and they seem to kind of get whatever Metro has
24 initiative for. Metro doesn't have much initiative at all.
25 This plan, I will give Metro some credit. This plan is quite

1 a good plan. I don't know whether they are really pushing
2 it. It looks like more of a publicity stunt than trying to
3 get anything done.

4 One thing I would like to suggest. More bike lanes
5 on the local streets versus the arterials. It seems to me
6 there are a lot of local streets around that bicyclists would
7 rather be on anyway, if they could travel at a reasonable
8 speed. Some way of allowing them not to have to stop for
9 every stop sign or some treatment. I am not exactly sure how
10 you can do that.

11 Particularly this conflict between the Metro plan
12 of bus priority lanes and this bikeplan, one particular one
13 is on H and Eye Streets, and I think H and Eye Streets is
14 an important series of bus streets in Washington. There are
15 just a heck of a lot of buses on them. I was talking to one
16 of the members of the staff and they also mentioned K Street.
17 K Street also has a lot of buses on it.

18 I really don't have any solutions. But I would hate
19 to see the number of people on the buses go down just so we
20 could have some priority for bikes. Observation shows that
21 bus passengers are there and the bike passengers aren't.
22 Whether anybody likes it or not. That is what really is
23 out there.

24 Another thing is pedestrians, and I live at 103 G
25 Street, Southwest, and there is a parking lot underneath the

1 Freeway. Right behind 103 G Street, Southwest. There is a
2 gate people have been using since I have been there, for four
3 years, and it had originally a lock on there. They put the
4 chintziest lock on in the world and the lock kept breaking.
5 I would imagine the Highway Department put that lock on.

6 I guess in the last three or four months now, the
7 gate was locked. I investigated why the gate became locked.
8 Bicycles go through there; pedestrians go through there. It
9 was a right-of-way as far as I am concerned.

10 If you look at this plan on page 15, it happens to
11 be one of, in fact the longest stretch where there is no way
12 to breach this barrier from or to the Southwest Freeway. This
13 was a breach of this barrier that many people used.

14 Why was this gate locked? This gate was not locked
15 by the District Government, or at least that is what Mr.
16 Brophy claims, who is the Director of Parking.

17 He claims the gate was locked by the House Subcom-
18 mittee on Parking. Why were they able to lock this gate which
19 belongs to the District of Columbia? The parking lot belongs
20 to the District of Columbia. Because Mr. Brophy leased this
21 lot to the House of Representatives.

22 I think -- for,, no less, free parking -- so the
23 House employees could park in this thing for free. This seems
24 against all of the principles that everything has been trying
25 to do to get people to use bus transit, to use bicycles.

1 They leased this lot to the House of Representatives
2 so it can be used for free parking. Even D. C. employees,
3 I understand, don't get free parking. But they leased this
4 lot to the House. It is a private lot now. It originally
5 was a public lot. Anybody could park there; they had to pay
6 a charge but anybody could park there. They could park there.
7 Now they lock this gate and don't allow people to walk
8 through it. I can't understand this whole policy.

9 It seems to be completely backwards against Home
10 Rule, turning over land to the House of Representatives. We
11 were trying to control our own destiny and we just let out
12 leases to the House of Representatives.

13 That is my little complaint. I don't know whether
14 anybody can solve it.

15 Thank you.

16 MR. GARDNER: Thank you very much, Mr. Davison.

17 The next witness on the list is Mr. Louis Joughin.

18 STATEMENT OF LOUIS JOUGHIN

19 MR. JOUGHIN: Mr. Chairman, this statement was
20 designed to sway the passions of about a thousand people so
21 I will try to calm it down a bit as we approach our actuality.

22 My name is Louis Joughin. I am a resident and
23 taxpayer of the District, and I ride a bicycle in the District.
24 My statement will be brief.

25 From November of 1973 through June of 1974, I

1 lived in Palo Alto, California, which was one of the first
2 cities in the United States to attempt a full-scale bike lane
3 and bike ramp system. The Palo Alto project has been
4 successful and is to be further enlarged.

5 Many of the good things I saw and experienced in the
6 California city are described and projected for Washington
7 in the admirable study now before us, a really fine study
8 for which all D. C. citizens should be most grateful.

9 For instance:

10 1. Awareness of the importance of having a compre-
11 hensive plan go into effect at one time. Hit and miss,
12 grudging efforts can only discourage both planners and users.

13 2. Understanding that there should be bike lanes on
14 all the major highways entering the city. We must make sure
15 that all vital arteries are properly supplemented by bike
16 lanes; Northeast, Northwest, Southeast, and Southwest,
17 presumably on a scale roughly commensurate with automobile
18 traffic.

19 3. Emphasis on the fact that bicyclists will be
20 strictly required to obey traffic regulations; enlarged
21 opportunity must be accompanied by enlarged responsibility.

22 There are, however, two elements in the situation
23 which seem to me to need greater emphasis than they have thus
24 far received: (1) It is important that the ramps which
25 permit bicycles to pass from sidewalk to street, or vice

1 versa, without dismounting, shall be genuinely engineered.
2 In Palo Alto, where good ramps were found all went well;
3 where mere blobs of concrete had been put down there was
4 potential contributory cause to an accident. Good ramps
5 unfortunately cost more than makeshift efforts, but in the
6 long run they will be less expensive than the District's share
7 of the bills for surgery and hospitalization.

8 (2) But the really big problem lies in the fact
9 that many motorists in Washington drive lawlessly, brutally
10 and dangerously. When you drive in this city you take your
11 life in your hands. Thus, every day that I drive down Massa-
12 chusetts Avenue into the downtown area I break the fundamental
13 rule of the road -- I drive so as to endanger the lives of
14 others and my own. I do this by observing the posted speed
15 limits, while angry drivers honk and scream at me as they
16 pass at speeds up to 50 miles an hour. And police control
17 of speeding in the rush hour appears to be almost non-existent.

18 I am obliged to say that I will not ride a bicycle
19 in mixed traffic on major streets until there is some assurance
20 that the motor vehicle speed laws are really enforced. And
21 there are related matters, such as the failure of the
22 District regulations to clarify the absolute right of a
23 pedestrian to priority of movement on a light in his favor.

24 I return to the California scene. There the
25 regulation is simple: any pedestrian -- young, old, frightened,

1 confused, drunk, or absent-minded, has absolute right-of-
2 way, and any motor vehicle operator must yield or stop if it
3 lies within his power. Of course, a fool on two feet can be
4 arrested for his wrong behavior but the driver is still
5 responsible. The implications of all this for bicycle plans
6 in clear.

7 I therefore urge that the establishing of any
8 system of bike lanes be preceded by a massive educational
9 effort to instruct all persons, motorists, cyclists and
10 pedestrians, in the rules of the game. And this educational
11 effort should be supported by strict and permanent enforcement
12 by the Police of sound regulations relating to moving vehicles.
13 Education and enforcement are necessary conditions for the
14 successful operation of the grand bicycle plan we all desire.

15 MR. GARDNER: Thank you very much for coming out
16 here tonight and sharing your thoughts with us.

17 Now, the Metropolitan Washington Company for Clean
18 Air. I do not have their name. Is that a Coalition perhaps
19 instead of Company?

20 (No response.)

21 MR. GARDNER: Apparently no one is here.

22 Mr. Peter Glickert?

23 (No response.)

24 Mr. Robert Kenney?
25

1 STATEMENT OF ROBERT KENNEY

2 MR. KENNEY: Good evening. My name is Robert Kenney.
3 I live in the Glover Park area of the District. Although
4 I was a representative on the Technical Advisory Committee
5 to the Barton-Aschman Bikeway Study which produced this
6 proposed Bicycle Plan, I am appearing here as a private citizen
7 and not as a representative of any organization or group.

8 I am pleased to be here tonight to support the
9 proposed Bicycle Plan for the District. The combined efforts
10 of the Barton-Aschman consultants and the D. C. DOT office
11 of Planning and Programming, along with the Citizen and
12 Technical Advisory Committees, have produced a comprehensive
13 city-wide plan which I would characterize as a "substantial
14 beginning" to solving the safety problems of the District's
15 bicyclists. This does not mean that I accept uncritically
16 all of the Plan's recommendations, but I do feel that this
17 plan represents a clear indication of the District's shift
18 in philosophy from building freeways designed to placate
19 the almighty automobile to the balanced transportation outlook.

20 It is a refreshing experience to attend a public
21 hearing on bicycles in the District which does not center on a
22 bike route network map that looks like a "diagram of acupuncture
23 needles for downtown", as one speaker at the March 25, 1974,
24 public hearing described the D. C. Highway Department Bureau
25 of Traffic Engineering proposal.

1 That proposed network contained approximately 18
2 links, of which only five were longer than one mile long,
3 only one longer than two miles, and very few of which were
4 connected. Fortunately, reason prevailed, and the City Council
5 reduced this number to 10 somewhat longer routes and bridge
6 crossings, but these cannot be terms a "network" because they
7 are still too short and unconnected.

8 The proposal we have before us tonight is very
9 different from what has come before it. The proposed network
10 has more than half of its routes greater than a mile; 15 routes
11 greater than two miles, three routes between three and four
12 miles, one route (Rhode Island Avenue) 4-1/2 miles long, and
13 another route (13th Street, Northwest) is six miles long.

14 Sufficient length to enable a commuter to make the
15 major part of a work or school trip is very important, but it
16 does not tell the whole story. Routes must be connected to
17 form a network. A mere glance at the network map shows that
18 this has been done. Not only are the proposed routes linked
19 to each other, but to previously isolated segments such as
20 Virginia Avenue, Northwest.

21 The network accomplishes one of its principal goals:
22 connection of residential areas of the District with high
23 employment centers generally bringing commuters to the rim of
24 downtown. Routes are fairly evenly distributed throughout the
25 city.

1 I also highly recommend the "mix" of different
2 design treatments for the bikeway network. Approximately
3 one-half of the network will be exclusive routes, 17 miles
4 off-street and 20 miles of on-street lanes. The off-street
5 mileage contains two very innovative routes along the
6 abandoned trolley line in Northwest and the Penn Central
7 right-of-way in Northeast. I strongly commend this approach
8 and call on the District DOT to quickly seek funding from
9 the District Council to acquire right-of-way for these routes.

10 The remaining routes will not be exclusive, but
11 nearly all will be improvements over the present policy of
12 tacking up a few signs that say "Bikeroute".

13 Several of these routes have been designated
14 "preferential" routes, with restrictions on auto access. I
15 hope these routes will be closely monitored and, if successful,
16 implemented to a greater extent on less traveled streets.

17 Twenty-one miles of routes have been classified
18 "improved bicycle streets." These routes will be superior to
19 present signed Class III routes if the District keeps its
20 promise to give these streets priority in repaving, cleaning
21 and maintenance. If not, their mileage will merely add a
22 fraudulent portion to "existing bikeway mileage" claims, as is
23 true of much of the present claimed 40 miles of existing
24 bikeways. While I personally believe that exclusive bike
25 lanes, preferably off-street but protected from auto

1 intrusion if on-street, are the safest and the most likely
2 to induce new users, it is too early in the game to claim
3 that anyone knows all the answers.

4 Bikeway design has a very short history, and
5 there has been too little monitoring and evaluation of what
6 has been built. I hope the District will become one of the
7 first urban areas of the country to embark on a comprehensive
8 monitoring and evaluation program. By this, I do not mean
9 sending someone out to do a rider count two months after a
10 bikeway is constructed. Rather, it should be a long-term
11 process, since rider increases will be gradual rather than
12 dramatic.

13 As I said, no one knows all the answers. I
14 strongly disagree with those super-cyclists who claim that
15 all one needs to ride safely in urban traffic is a little
16 safety education. There is a very basic incompatibility
17 between cars weighing more than a ton whizzing along at
18 30-40 miles per hour and a bike weighing less than 100 pounds
19 cruising at 10-12 miles per hour at most.

20 I mentioned before that I do not accept uncritically
21 all of the study recommendations. Two important areas which are
22 neglected by the plan are access to Metro stations and the
23 facilitation of bicycle movement within the downtown area.

24 It is apparently the policy of WMATA that local
25 jurisdictions are responsible for planning access to Metro

1 stations. Bicycle access is a prominent feature of these
2 plans. Yet the District bicycle plan treats this need in
3 a minor fashion.

4 With a few exceptions (such as routes centering
5 on the Zoo, Dupont Circle, and Rhode Island Avenue stations),
6 the plan emphasizes direct rather than multi-modal access to
7 employment areas.

8 It seems likely that a far greater number of people
9 would bicycle the relatively short distance to Metro stations
10 if safe access routes and secure parking facilities were
11 provided. According to this study, 95 percent of District
12 residents live within 1-1/2 miles from planned stations, a
13 trip of about 10 minutes. More work in this crucial area
14 is needed.

15 Although this latest edition of the bicycle plan
16 contains some improvement in providing routes within the
17 downtown area, there is more than can be done. I do not
18 understand why the Pennsylvania Avenue, Northwest, route
19 proposed by the U. S. Environmental Protection Agency has not
20 been included on the map as an "other proposed bikeway".

21 Although the District has proposed that this
22 regulation be dropped, it is still on the books and the people
23 of the city should at least have a chance to comment on it.
24 The District should not include this route in its bike plan
25 merely because EPA has said so, but also because it is

1 reasonable and logical. A glance at a map shows Pennsylvania
2 Avenue to be the direct connection between Washington Circle
3 and Capital Hill. Also connecting Georgetown to Capitol Hill.

4 It bisects the major employment center of the
5 District. It is a very wide street, with a large median
6 already in existence between 3rd and 15th Streets, Northwest.
7 In addition, large portions of this route have been classified
8 by this study as "high bicycle accident locations," indicating
9 high present usage and/or especially unsafe conditions.

10 I believe bicyclists will continue to use this route
11 as the most logical and direct, and some type of route should
12 be provided along this corridor to solve its obvious safety
13 problems. Again, let me make clear these are my personal
14 views.

15 The District bicycle plan has widely focused on
16 two areas generally given secondary treatment in such studies:
17 parking and safety education. Both are as equally important
18 as providing bikeways in attracting and protecting bicycle
19 usage. Secure parking facilities are an absolute necessity,
20 and I strongly approve of the plan recommendation calling for
21 the use of bike lockers. These storage devices are not only
22 very theft-proof but also weather-proof. Approximately 12 or
23 13 bikes can be stored in one auto-sized space, and this
24 number could be doubled by adding a second level of lockers
25 with perhaps ramps provided for easy loading and unloading.

1 I mentioned earlier the critical need for bicycle
2 access to Metro stations. There is an equally critical need
3 for an adequate number of secure storage facilities at these
4 stations. Present WMATA policy calls for providing a small
5 number (Initially only 20 bike spaces) of storage facilities
6 (generally racks which lock the frame and wheels) at stations
7 where it owns land. WMATA owns land at only eleven of the
8 40 stations in the District, generally in outlying areas.

9 Commuters in large areas of the city (for example,
10 all of the Southeast and Southwest) will not be able to safely
11 ride bikes to their local Metro stations, unless this policy
12 is changed. The study identified six stations which have
13 city or federally owned adjacent land. The District should
14 begin immediately to take steps to plan safe facilities at
15 the stations where it owns land (Stadium, Armory and Georgia
16 Avenue) as well as prodding WMATA to seek agreements with the
17 federal agencies owning land at the other stations.

18 In addition, WMATA should begin now to negotiate
19 purchases or leases of land or agreements with adjacent
20 landowners at all stations in order to provide safe bicycle
21 parking. Other aspects of WMATA policy need to be changed.
22 Instead of bike racks above ground, lockers within the
23 station itself should be provided, hopefully under the watchful
24 eyes of the station attendant. WMATA is under a court order
25 to provide elevators for the use of handicapped persons, and

1 there is no reason why bicyclists could not use these as well.

2 Safety education is another very high priority goal
3 recognized by the study. Both motorists and bicyclists should
4 be trained in the rules of the road, and traffic rules should
5 be uniformly enforced for the protection of all. Perhaps
6 a bicycle school similar to the present traffic and pedestrian
7 schools will be able to cure the large number of bicyclists
8 running stop signs and red lights.

9 Safety education must begin early in the schools but
10 it must also be available for those of all ages.

11 Bicycling has great benefits from the viewpoint of
12 air pollution, noise pollution, and energy conservation.
13 Obviously, the bike creates no air or noise pollution (other
14 than its rider's huffing and puffing) and consumes no energy.
15 It is an air pollution measure superior to others such as
16 park-and-ride lots or the planned kiss-and-ride facilities
17 at Metro stations.

18 This is because no matter how short or long a car
19 trip may be, a large percentage of emissions is produced
20 during the start-up and the first few minutes of operation
21 due to the relatively great engine inefficiency in combustion
22 during this period.

23 Increased bicycle usage will help to reduce carbon
24 monoxide and the hydrocarbons which react to form photochemical
25 oxidants in the presence of sunlight, something beneficial to

1 the health of all.

2 Again, let me offer my congratulations to the District
3 DOT and Barton-Aschman Associates for producing such a
4 comprehensive plan. I urge the District Government to begin
5 its implementation tomorrow.

6 Thank you for the opportunity to comment.

7 MR. GARDNER: We thank you for coming in.

8 Mr. Ted Prahinski of SAC #1.

9 STATEMENT OF TED PRAHINSKI, DESIGNATED
10 REPRESENTATIVE, SAC 1.

11 MR. PRAHINSKI: I was a member of the Citizens
12 Advisory committee which worked with Barton-Aschman, and I
13 would like to talk a little bit in terms of lessons learned.

14 First of all I would like to say something that
15 may sound a little strange. I think this is a pretty poor
16 study. But nevertheless, if I were Mr. Schneider I would hire
17 some of the people who worked on it for the contractor because
18 they did such a fine job.

19 What I am driving at, the whole task is impossible
20 really. You have to have an awful lot of knowledge of each
21 neighborhood to be able to do this. It was impossible for the
22 contractors to do it.

23 You ran into a whole lot of nice questions of
24 judgment. For example, if you devote a lane to a bikeway you
25 are taking it away from parking, and that is an awful serious

1 impact on people, say like 13th Street, Northwest. They
2 are talking about a bike route up there. Come the end of
3 rush hour, the poor people there, they must race to get the
4 few parking spaces there are in that neighborhood and they
5 are up at seven o'clock in the morning to get them off.

6 If you make a bike lane permanently, what are they
7 going to do? Where are they going to put it? You run into
8 the same problem with buses, bus lanes. Everything that you
9 have in there.

10 The truth of the matter is, on that lower north
11 central Washington area is a section where the poor planning
12 of the past -- you just consider how you are going to move
13 an automobile, and the idea was they put autos on every
14 street, made it a front yard freeway.

15 There is no safe way to get downtown from up in
16 that area. Fourteenth Street has the highest bicycle accident
17 rate in the city. You know why? Because it is the safest
18 bicycle route to use down there so people vote for it, with
19 their bikes they have a whole lot less accidents than if they
20 use any other street.

21 So to deal with an area like that, you are going to
22 have to put a man in charge of just a relatively small area,
23 something one man can handle, say the section between Rock
24 Creek park and North Capitol Street, up as far as Spring Road.
25 That is a one-human-mind size area. Downtown is another
human-mind-size area.

1 They can figure out the best compromise. And the
2 type of man we had working on the study for Barton-Aschman,
3 he is very capable of doing this. This type of man we have
4 already in our Highway Department, he is already very capable
5 of doing this. But we expect them to figure out a bike plan
6 for the whole city. Impossible.

7 A good example of what has happened, bicycles and
8 pedestrians have been squeezed off the roads. Somebody sent
9 in a letter to the Post about the impossibility of walking in-
10 between the Mall area and Southwest Washington. You get where
11 14th Street Bridge goes off there, you can't get through.

12 Nobody ever figures out how do you meet all of those
13 needs of pedestrians, bicycles, buses, everything.

14 Now the problem of the need for citizen input, when
15 I first heard about the study I was enthusiastic. I wanted
16 to get the best local mileage, the best local input we could
17 get in there. I tried to line up WABA. Some people were very
18 helpful in giving names. In some ways, John Wise got in
19 there. I don't know if it was my input or by accident, or
20 something, but he did a good job for the Southwest area.

21 Will Joughin did it. I did it for SAC 1, but I was
22 not able to find very many people to do the job.

23 The Highway Department, the task was placed on it
24 of going through the existing SAC organization. We have a
25 darned good SAC organization in SAC 1. The District Government

1 employees, they are a very conscientious bunch. Mike
2 Fardugno. The recreation, later he was in on this, he told
3 me about it. That is how I got in it. A lot of other service
4 areas weren't.

5 The service area where biking is impossible, lower
6 north central Washington. WABA, one of our people, went in
7 there and tried to volunteer and the guy says it is my job
8 to appoint somebody and I am going to appoint somebody and he
9 never appointed anybody. But it didn't make any difference.
10 In a lot of areas they appointed people but they didn't have
11 enough biking knowledge to do any good.

12 I would like to praise one person who did not have
13 much biking knowledge but was conscientious, Charlotte Holmes.
14 She organized a meeting in her area of bicyclists and got a
15 chance to get some input from that thing.

16 So I would say it is really the city's Highway
17 Department, the guy who is doing the job, the guy I am
18 recommending that you give in each neighborhood, he ought to
19 find the people knowledgeable in his area, and the same is
20 probably true in other areas of the city where input is needed.

21 Go to the people who are working in that job, like
22 the trash man, I mean environmental protection man, he can
23 find somebody very knowledgeable about trash problems if he
24 wants citizen input. You can't expect to go through an all-
25 purpose organization and get it.

1 For the immediate present I would like to suggest
2 the recreation area leaders in each neighborhood, like
3 Mike Tardugno of my area. They have all of the knowledge of
4 where people want to go.

5 This study, some of the things that are really
6 wrong with it, they never really considered the neighborhood
7 attractions like the Metro stops or the schools or recreation
8 centers. Where I am up near the Maryland line, nobody or very
9 few people are going to bike downtown. That is eight, nine,
10 miles away.

11 They only bike for four or five miles. So somebody
12 earlier said, they referred to earlier plans as acupuncture
13 needles for downtown. All this plan is is just longer
14 acupuncture needles. They just figured out how to get
15 downtown and they are not the best ways to get downtown because
16 there is not enough local knowledge.

17 So I would say what the city government ought to do
18 is budget the amounts estimated in this plan but don't follow
19 the plan. Let the Highway Department pick up what is best.

20 Another reason is you can come up with the best plan
21 you want to, like a lot of my ideas are in there for service
22 area No. 1, and I have looked after it, after a chance to
23 think about it for a year, and I could improve it.

24 For example, I suggest they put some things, or let
25 the bikes ride on sidewalks on 16th Street. I thought that was

1 the best thing, the best compromise. The contractors did not
2 buy it but the people in the Highway Department were
3 listening and I saw some ramps were put on the sidewalks on
4 16th Street, and I tried to ride up there the other night to
5 see how good they were.

6 And fine, not much pedestrian traffic but there were
7 two girls walking down, they saw me there, they were teenagers.
8 I am a little timid. I feel like I don't really belong there.
9 I tried to ride over on the grass to get away from them and
10 they were not going to yield. I went up on the crown of the
11 grass and went swerving down at them.

12 I thought they would think I was doing it deliberately.
13 But they kind of laughed at me. So I guess they realized it
14 was just accidental.

15 I was out in Phoenix last summer. You have to bend.
16 We have had a guy killed here in the past year. The term
17 problem is really tough. What they did, they ran the bikes
18 up on the sidewalk, 50 feet or so from the -- their sidewalks
19 are a whole lot wider than ours -- the day I was riding it
20 was 119. There was not much bike traffic there, but I guess
21 they just knew it was going to be a scorcher there.

22 So they have signs. The turning vehicle has got
23 to yield to the bike. The man there told me there is a uniform
24 committee that was coming up with all of the rules of the
25 whole world, and he said Phoenix is arguing the car ought to

1 yield to the bike and the bike has a right to stay in the
2 bike lane. He says California is arguing the car ought to
3 get into the bike lane first and turn.

4 As I think about that I think there is good argument
5 both way, but the real question is not law-abiding. If law-
6 abiding drivers -- neither system will work if there aren't,
7 you will have to worry about the guys who don't abide by the
8 law. I can see people making a fast turn in front of the
9 bicycle just as he is expecting the car to yield and creaming
10 a lot of people, in the Phoenix way. Somehow I think we
11 fought an American Revolution so local people can decide what
12 is best and I myself have been on committees of people writing
13 regulations. It burns the heck out of me. I think I know
14 more about the subject than a lot of the other people and
15 they haven't thought about the problem and they are just
16 floating and throw it down right then and there.

17 I really and honestly believe the best way to do
18 something is to delegate it to the local people and don't
19 believe that you know all of the answers. Once you get things
20 tied up on those national committees -- I would do our
21 darndest, if we have any input on those committees to resist
22 that-type of dictatorship by people who think they know
23 everything and don't really care. Well, maybe they care but
24 still, they are as bad as George the Third.

25 I guess I have hit most of the points I wanted to

1 make.

2 MR. GARDNER: Thanks very much, Mr. Prahinski.
3 Mr. Foster.

4 STATEMENT OF WILLARD FOSTER

5 MR. FOSTER: Thank you, Mr. Chairman. I have a
6 few comments I am making as a private citizen. Some of the
7 suggestions, such as Mr. Prahinski just made, were very good.
8 I wish I could be a little bit more specific. What I am going
9 to do, I think, is go through this copy of the summary of
10 the study and make a few comments and a few things that I
11 question, possibly for planning purposes, if more studying
12 or searching is done.

13 I have been riding a bike in the District about
14 half of my life. I had a job as a messenger, a bicycle
15 messenger, for RCA Communications delivering radiograms, so
16 I have had a lot of riding experience in the last 15 years or
17 so in Washington.

18 This is mostly irrelevant except I want you to
19 understand where my views come from.

20 I have gotten in the habit of riding as quickly as
21 I can between two places and it is sort of an anarchistic
22 methodology, I think. I am probably one of the worst of the
23 cyclists as far as obeying traffic laws.

24 It seems absurd for a car to wait for nothing at
25 a light, but it seems more absurd somehow for somebody who is

1 by physical exertion just getting where they are going. It
2 is the same problem in jay-walking, I suppose.

3 I do have some sympathy with some of the safety
4 proposals here. Everyone certainly must obey the laws whether
5 they are on a bicycle or in another vehicle. If there is as
6 much bicycling as I hope there will be in the future, the
7 laws will become necessary for everyone to obey. As of now,
8 there are a few bicycles in the downtown areas, people can
9 get away with anarchy.

10 There is a view I seem to feel, I didn't see it
11 much in the study, that the automobile drivers are out to
12 get the cyclists, and I want to say I disagree with that
13 thoroughly. I think the crazy people you run across, I
14 guess they are just people who are antisocial. You can run
15 across them anytime. I just don't believe it. I have never
16 had an accident with a car in the District and I have done
17 substantial riding in the District. If they see you they
18 won't hit you. That is my thesis. I have seen it time and
19 time again.

20 Usually you can blame it on the motorist. But I
21 mostly believe if they see you they may be angry but they
22 won't hit you purposely.

23 I have a suggestion. I don't know what is involved
24 in maintenance of streets. I have ridden down Connecticut
25 coming to work a few times, maybe that is the reason there

1 was a comment earlier that Connecticut Avenue was not put
2 on the bike map, whereas it exists now as a bike route.
3 Maybe someone was ashamed of it because it is rather bumpy.
4 I do wonder, it is just a suggestion, but if it might be
5 possible for the District DOT to somehow give priority to
6 maintaining the curb lane for buses, probably the buses cause
7 the curb lane to wear faster. It is an unfortunate coincidence
8 that bicycles and buses are using the same lane. But somehow
9 if the curb lane could be kept and maintained with some priority
10 over the other lanes which cars ordinarily use, perhaps that
11 would facilitate bicycle useage.

12 Now, the experimental aspects of the study. The
13 study seems to realize that there is a paucity of knowledge in
14 many of the areas and for instance, I will quote from page
15 two. They are talking about bikeway treatments, street
16 treatments and so on.

17 "This range of treatments is necessary to meet the
18 many different conditions which vary from street-to-street.
19 It will enable the city to obtain operating experience with many
20 bikeway types and thereby assess their effectiveness.

21 Just the feeling there there is the admission that
22 there is a lack of knowledge and an experimental approach
23 has to be taken to obtain answers.

24 A little later in the same section of the report, it
25 says: "While it can be argued that motor vehicle demands make

1 such use of space impractical, it can also be argued that
2 a valuable transportation mode is discouraged when motor
3 vehicles and bicycles are expected to compete for use of the
4 same space. Striking a balance of these viewpoints is
5 essential."

6 That indicates an exclusory viewpoint on each side.
7 There are people who think automobiles and only automobiles
8 ought to use the streets, and other people, perhaps like me,
9 who think it is a shame that in the United States the bicycle
10 is such an unimportant part of our lifestyle. It is a shame
11 that our basic resources, our bodies and our physical
12 abilities have become subverted to the almighty automobile.

13 But in a realistic manner, I agree there must be
14 a balance between these two viewpoints and we must proceed
15 from where we are now with the automobile dominating.

16 In the Nielson poll that was run, and this is where
17 I am sorry that I cannot suggest, certainly without looking
18 at the basic documents of the study, an alternative. But I
19 question several aspects of the poll.

20 Perhaps my questions are a little bit like Mr.
21 Przhinski's. On the basis of the poll results, assumptions
22 were made as if they were conclusions on an opinion poll.
23 First of all it must be recognized, and perhaps it was by
24 the people who conducted the poll, behavior is what counts
25 it is not opinion. Opinion can change, if people are allowed

1 the chance to do something they have never had the chance
2 to do before, their behavior and their opinions may change.
3 But you must always be careful of taking an opinion as fact.

4 People say they bike a certain amount and you have
5 to work with statistics, such as I think bicyclists was
6 defined in this study as a person that in the last twelve
7 months had taken one bicycle trip or more. I would think
8 that would include all bicyclists. But I have to wonder how
9 many people took only one trip or two or three or five trips.
10 That is not significant to my mind.

11 I think a more rigorous definition of bicyclist
12 would be appropriate. That costs money, doing an opinion
13 poll. It costs money to define your definition, I suppose.
14 But I would question the results of the poll on that basis.

15 There is a mention in the study of a twelve mile an
16 hour rate for bicyclists. I think it is a good rate for
17 short trips. But only to mention something in a minute, if
18 I have time. The study seemed to assume long-distance travel
19 would be taken care of by things such as Metro buses, the
20 automobile and internal combustion engine, but neglected longer
21 distance cycling. But that crops up, too. Twelve miles an
22 hour is good for short trips, a mile and a half or two miles.
23 But for longer distances it must go down and for touring 10
24 miles an hour is very hard to maintain for a period of hours.

25 We are not involved, probably, with anything like
that by maybe an hour, certainly it ought to be suggested to

1 the public that the bicycle is a viable transportation mode
2 over those distances -- at least occasionally, maybe once or
3 twice a week. Maybe if one couldn't commute that far every day
4 to work it should not be discouraged, it should be encouraged.
5 Anybody who wants to do that kind of thing should be able to.

6 My main interest and comment here was in the parking.
7 In the beginning of the report it talks about providing parking
8 and amenities. The third goal -- I guess it is called three
9 major goals -- the third goal to facilitate bicycle parking
10 secure storage and amenities and strategic locations are
11 essential elements for any mode of transportation except
12 walking.

13 Amenities was not defined, but I like to think it is
14 shower and changing facilities and things that are involved
15 with de terminus of a bicycle trip such as parking.

16 I happen to work for Environmental Protection Agency
17 and this organization somebody mentioned earlier, BEPA, is
18 trying to facilitate bike commuting might be put in the agency.
19 We have tried an experiment lately with showers. There are
20 two stall showers available for the agency. I think DOT has
21 more. But they are being used by a number of people who
22 bicycle. But it is a rather bad situation because facilities
23 were not there put in for bicyclists and we are using them
24 on borrowed time, and as the facilities that exist are
25 stressed more I suppose cyclists may have to find other

1 more abandoned showers, altogether maybe for a sponge bath
2 in the restroom or whatever can be done. There are already
3 a number of people who have done that and we have been surprised
4 at the number of people who have worked out these problems
5 without having facilities such as a shower.

6 But amenities in general, I went through the technical
7 memoranda section of the study to read into this a little bit
8 more and try to understand the summary here, the ninth point.

9 "A test should be undertaken to determine the
10 effectiveness of providing change room facilities for bicyclists.
11 Such facilities would be located in downtown D. C. in conjunction
12 with a large bicycle parking facility. The overall facilities
13 would include adequate parking, clothes changing rooms, and
14 locker space, and showers." Lockers being clothes lockers,
15 I suppose.

16 "The test would involve monitoring the use of the
17 facility to determine if fees could cover costs, and
18 interviews with users to determine if such facilities induce
19 bicycle use. The facilities could be made available for other
20 uses such as noontime joggers."

21 This is a change from the automobile society we
22 are used to, making it possible for people to use their bodies
23 to get from one place to another.

24 As I said, opinions will change and people will start
25 to realize it is a viable means of transportation and certainly

1 the most appropriate means of transportation in view of
2 energy limitations and pollution and so on. There is no
3 question in my mind, I suppose, that might take some persuasion
4 for some people but the best persuasion would be to provide
5 facilities, changing and shower facilities on an experimental
6 basis. The study here alludes to the experimental aspect of
7 this first provision.

8 I would be gladdened to see that soon on an
9 experimental basis and I would hope people who do not
10 bicycle or jog or walk or whatever would take an objective
11 view of the motivations that are involved here, the privacy
12 aspect, and I mean where people do shower there are certain
13 customs you have to recognize and delineate and accommodate.

14 I will read one other thing from the study.

15 MR. GARDNER: Mr. Foster, I think at this point it
16 might be wise to summarize any final statements you want to
17 make. We have been generous with the time.

18 MR. FOSTER: That is chiefly what I wanted to say.
19 The showers and changing facilities, if possible, to be brought
20 into the commercial sphere in downtown as well as the
21 controlled areas on an experimental basis. This is just a
22 suggestion as a contribution to facilitate bicycling.

23 MR. GARDNER: Do you have an additional statement
24 for the record?

25 MR. FOSTER: Yes.

1 MR. GARDNER: Please leave that with the reporter.
2 Our next witness is George Wiggers.

3 STATEMENT OF GEORGE WIGGERS

4 MR. WIGGERS: My name is George Wiggers. I am a
5 resident of Forest Heights, Maryland. I received two copies
6 of the plan after my previous contact with the Department of
7 Highways and Transportation; they sent one copy to my office
8 and one copy to my home. But they never sent me a notice of
9 the meeting tonight. I happened to find it out from a friend
10 two nights ago who told me, Oh, there is a meeting on that
11 plan. And I said, Oh, I didn't know about that.

12 Maybe it was publicized but I have been looking for
13 it, and that was the first that I heard of it.

14 The speaker from Environmental Protection Agency
15 earlier tonight said she thought the plan was a giant step
16 forward. I would characterize it as a large step indeed for
17 the District but not by any means a giant step.

18 The problems that I find in looking through the
19 plan and the way the study was conducted was that the way
20 they surveyed bicycle users in the District but not in the
21 surrounding suburbs. I am a suburbanite, I work in the
22 District, I work at 6th and D Streets, Southwest, I come in
23 everyday, or almost every day, on a bicycle, and it is about
24 a seven mile trip.

25 My needs were not surveyed.

1 One thing I find disturbing about that is that the
2 study was funded by the Federal Highway Administration, they
3 were Federal funds and presumably for more than just the --
4 well, the Federal funds should consider more than just the
5 District residents as users of the system.

6 It really would have to be a true survey of
7 bicyclists needs in the District. They would have to survey
8 more than just the commuters. There will be a large number of
9 tourists that come to the District of Columbia. It would
10 seem to me from the District's point of view tourism is a
11 main industry in this city, and the District ought to be at
12 least considering the needs of a group they would like to
13 attract into the District, the tourists.

14 A problem I have with the specific proposals of
15 the routes going downtown to the Southeast area is that they
16 show a bicycle route going down from the South Capitol Street
17 Bridge which I come over every day. There is a sidewalk on it.
18 It goes down through Bolling Air Force base. I am a little
19 concerned, it goes along a railroad right-of-way which, of
20 course, is desirable in that it would be level.

21 But I am concerned as to whether the military would
22 permit free access through the base along that right-of-way.
23 They have been very jealous of their property.

24 I do pass through the base everyday but once a week
25 or once every other week the guard will stop me and ask me for

1 a pass. Since I work for the Federal Government I am allowed
2 to pass through, but I am sure many people without such
3 identification would be turned away by the military.

4 If they maintain that base there, which I understand
5 will be there for a long time.

6 The other problem with that route is when you get
7 down to the south end of it, it shows it goes into the Naval
8 Research Laboratory. There is no connection with the Maryland
9 suburbs in that area, and therein lies my first comment, toward
10 the fact that the suburban residents were not polled in the
11 survey that was conducted.

12 The route that does connect up to the Maryland line,
13 down South Capitol Street, it runs right down South Capitol
14 Street, which is a main arterial route with very heavy traffic,
15 and I think the speed limit there is 35 miles an hour. It is
16 a four lane undivided road.

17 Right now I am forced to go part way up that route
18 coming in and I find it extremely dangerous. I only remain
19 on this route for a short distance going across the Oxon Run
20 and I quickly get off onto the side streets and take a
21 somewhat circuitous route up over the ridge, up over Chesapeake
22 Street and down to the south end of Bolling. But I find that
23 a very dangerous part of my trip.

24 A much more desirable route would be a continuation
25 of that route coming down the Naval Research Area into the

1 land area of Oxon Cove. That would, of course, require some
2 coordination with other agencies. I understand the U. S.
3 Park Service, I believe, and perhaps the Maryland National
4 Capital Park and Planning Commission are developing some
5 recreational facilities in that area.

6 Since it is a recreational area it seems to me a
7 very desirable location to run a bicycle route through to
8 connect up with a D. C. route with the Maryland suburbs in
9 that area. It would also come up with the Oxon Hill Childrens
10 Farm which is another recreational area at that end, which is
11 down at that end of the District, right over the D. C. Line.

12 It would also avoid that very steep hill, that
13 South Capitol Street runs over. It would be essentially a
14 sea level route on very level land without a large amount of
15 hills to climb over.

16 That basically is my comments. I thank you very
17 much for allowing me to come here tonight.

18 MR. GARDNER: Thank you very kindly, Mr. Wiggers.
19 I would suggest, however, that you have some further conversa-
20 tion with Mr. Schneider or members of his staff with respect
21 to the issues you raised as it affects regional bicycling.
22 I believe the Council of Governments is doing something in
23 that regard and you may be interested in knowing what they are
24 doing from the local Transportation people.

25 MR. WIGGERS: I do hope so, and I do hope the District

1 is coordinated with the Council of Governments on their
2 plan.

3 MR. GARDNER: They would be pleased to discuss that
4 further with you.

5 We will have a short recess for five minutes.

6 (Five minute recess taken, 8:22 p.m. to 8:27 p.m.)

7 MR. GARDNER: We are ready to proceed. Let the
8 hearing come to order.

9 The next witness is Philip Schwartz.

10 STATEMENT OF PHILIP SCHWARTZ:

11 MR. SCHWARTZ: Mr. Chairman, my name is Phil
12 Schwartz. I am the third person to speak tonight who is a
13 member of an organization called Bike Commuters of EPA, BEPA.
14 I am speaking on behalf of the over 100 people who commute by
15 bicycle to the Waterside Mall every day to work.

16 What we did is we solicited comments on the Blue
17 Book, the plan that was available. Unfortunately, we did not
18 have the technical memoranda which answered a lot of the
19 questions which were raised in the Blue Book until a very late
20 date, until recently.

21 We will provide more detailed comments later on.
22 I hope our remarks on the route selection will receive your
23 close attention because they do represent experience gained
24 from daily riding.

25 I will cover about three or a dozen or so particular

1 areas.

2 MR. GARDNER: Do you have a written statement to
3 be inserted in the record?

4 MR. SCHWARTZ: No. That will be supplied at a later
5 date.

6 MR. GARDNER: Very well.

7 MR. SCHWARTZ: One of the routes proposed is 10th
8 Street, Southwest, in the L'Enfant Plaza area. It is
9 recommended to be a class III bike street. I believe there
10 are several other streets in the Southwest area which would do
11 a much better job of promoting accessibility which is the
12 number one priority in the plan. There are several problems
13 with using the 10th Street route. One is that there is no
14 access to this route between the Mall and G Street, Southwest.
15 Other streets such as 4th Street, 7th Street, 9th Street, are
16 much more open to the area and the second problem is at the
17 southern terminus of the route, G Street, to which is the
18 only exit for the southbound 10th Street traffic, is a one
19 way street. It means it is, their only way to get on 10th street
20 Northbound, is to approach it from Maine Avenue and it really
21 does not provide very good access for the Southwest area.

22 The second comment which came in concerning Key
23 Bridge and M Street area, some lengthy comments here, and I
24 would like to summarize them.

25 Key Bridge is the closest Bridge available from

1 Virginia to D. C. for many cyclists and it is listed as an
2 existing route but it is highly inadequate. In certain
3 origin-destination patterns it is necessary for the cyclist
4 to go against traffic which besides being dangerous is against
5 the law.

6 The problems do not end once you successfully get
7 across the bridge from Virginia. You either have to go down
8 M Street which has a great deal of traffic or negotiate the
9 path along the Canal, and there are problems there with
10 cobblestones and such. It is not a very safe riding environ-
11 ment. The study notes that M Street is not really much better.
12 It recommends N Street with a caveat that this route might not
13 be used because of the steep terrain involved. Our commenter
14 concurs in this.

15 The recommendation was the pavement be improved on M
16 Street so that this would support bicycle traffic. Also the
17 possibility exists of running an experimental bike route in the
18 area that would be a two-way bike route on the opposite side
19 of rush-hour traffic and the possibility for improving the
20 situation for bicycle commuters.

21 A third one would be commuting from the Union Station
22 area to Southwest. There are many cyclists who now take the
23 train into Union Station. I believe there is a special room
24 set aside for people to store their bikes there, and they
25 continue on commuting into town.

1 Louisiana Avenue would make a better bikeway in
2 that area than the one proposed. The proposed route requires
3 bicyclists to ride up the relatively steep hill at Capitol
4 Hill, to the Southwest area a bikeway down First Street at
5 Capitol Hill to Maryland Avenue between First and 4th Streets,
6 Southwest, and then a route down 4th Street would give good
7 access to many government agencies, HEW, DOT, EPA etc.

8 As you can see, the thrust of these comments, we
9 all converge upon the Southwest area.

10 I think I can summarize the other ones with a few
11 general remarks. This study notes, much of the analysis is
12 based on 1968 data. There is one qualifier in there. It says
13 the Southwest area may be significantly underrepresented
14 because of the development which has occurred there, because
15 of development since 1968.

16 I think it would be helpful if we took another look
17 at where routes were planned in the Southwest area, the one
18 along Maine Avenue in particular, as have been recommended.

19 I found it a bit amusing, I don't know if it is
20 paranoid, but in the technical memorandum it broke out the
21 routes by sector of the city. I have no problems that we did
22 not have a lot of routes in Southwest, but I guess, among the
23 streets listed in the Southwest area one was completely in
24 Southeast or Northeast, something like that. It was indicative
25 of perhaps what is going on.

1 This last general concern raised which runs through
2 many of the particular points we had was access across the
3 Potomac and Anacostia Rivers. I think a lot of people felt
4 those were the most perilous time of their daily commuting,
5 getting through the heavily traveled areas there.

6 That is about all I have to say. Thank you.

7 MR. GARDNER: Thank you very much. You may file your
8 written comments for the record. The record will remain open
9 until the 19th.

10 MR. SCHWARTZ: Thank you.

11 MR. GARDNER: Our next witness is Mr. Douglas McNutt.

12 STATEMENT OF DOUGLAS MCNUTT

13 MR. MCNUTT: I am a physicist at the Naval Research
14 Lab, just North of Blue Plains in the southern part of
15 Washington. I am a member of the Non-Polluter Commuters at
16 the Naval Research Lab riding bicycles when we can. I am a
17 member of the Oxon Hill Bike and Trail Club.

18 Mr. Wiggers has just stolen most of what I really
19 wanted to say and I won't belabor by repeating what he has said.

20 I wish to second his remarks very strongly. The
21 other things I would have brought up that he did first, I have
22 a letter from Dr. Allen Webb of the Naval Research Laboratory
23 which I would like to introduce into the minutes and because
24 his material roughly parallels mine I would not read it at this
25 time.

1 Of immediate importance is a bridge across Oxon
2 Run on Maryland 295 or the District 295 connector. It is
3 presently about to be paved. In fact I think they finished
4 putting the paving on it today. They are about to paint the
5 white lines on it. If all goes as I suspect it will, they
6 will paint the white lines leaving about a 15 foot shoulder
7 on the left side where it cannot be used, on the left side
8 where it cannot be used for bicycles and a fourfoot shoulder
9 on the right side where it can.

10 If we can possibly do something by tomorrow morning
11 to get them to move it over three or four feet so we can ride
12 our bicycles on the shoulder of 295 it would be a great help.

13 I might point out it is safe and comfortable for
14 an adult rider to proceed on the shoulder of a highway like
15 295. It was during the era of the oil crisis last year sometime
16 that I finally dared to try it. I was afraid. But after I did
17 it I discovered it was quite reasonable. I don't recommend
18 putting my kids out on such a road, but for the driver of a
19 bicycle who is also an automobile driver and who understands
20 the rules of the road, it is safe.

21 It looks as though the definer of this group did not
22 really study the Bolling and Navy Research fences too well,
23 as Mr. Wiggers pointed out.

24 There is no way that red line is going to come down
25 through the middle of the Naval Research Laboratory where we

1 have armed guards on even the railroad trains that come through
2 there which have to have special men come there to open the
3 fences so deliveries can be made of chemicals to Blue Plains.
4 Through the Oxon Run Landfill, the Maryland Park and Planning
5 Commission has been pushed by the Oxon Hill Bike and Trail
6 Club on many occasions to produce a decent bike path through
7 there.

8 There is a bridge across Maryland 495 out to the
9 Southeast Corner of the Landfill area through St. Elizabeth's
10 property. A very practical route into Southern Maryland.

11 I invite you to consider that as a route that should
12 be done.

13 The plan shows two red lines converging on the
14 Douglass Bridge. I am just informed that apparently that
15 blue line across the Douglass Bridge is going to become a bike
16 path. But it frightens me, the plan as I saw it and as I
17 read it, proposes two red lines bringing a lot of bicycle
18 traffic to the south end of the Douglass Bridge, dumping it
19 on the Douglass Bridge with no plan to funnel it across the
20 bridge.

21 It strikes me as strange. But if the blue lines are
22 really part of the plan and recommended by this plan, it is
23 okay, but I am a little afraid they were not recommended in
24 fact by these planners, it was in fact the red lines that were
25 recommended.

1 While we are on the subject of bridges, there is
2 one more point. That is, there is a little triangle of
3 District land in the middle of the Woodrow Wilson Bridge.
4 Although that is probably a Maryland-Virginia problem, a safe
5 bicycle crossing on the Woodrow Wilson Bridge would be a
6 valuable asset to the community.

7 I will quit with that, and thank you.

8 MR. GARDNER: Thank you very much, Mr. McNutt.

9 Our next witness is Jeanne Ulrich.

10 STATEMENT OF MS. JEANNE ULRICH

11 MS. ULRICH: My name is Jeanne Ulrich. I work at
12 the Navy Research Lab. I represent the NRL Non-Polluter
13 Commuters and the Oxon Hill Bike and Trail Club. I also
14 want to point out the bridge on 295 over Oxon Run, it has
15 been resurfaced; all that is left is for the lines to be
16 repainted. Now, previously, this bridge had a two foot wide
17 sidewalk on either side. We used to balance our bikes on
18 that two foot sidewalk.

19 The sidewalks are now gone and the information I
20 received by telephone when the reconstruction began was the
21 sidewalks were to be replaced by 28 inch shoulders. That is
22 not very much. I questioned the workmen this morning when I
23 rode my bike across the construction area and they assured me
24 the shoulders would be about four feet wide, which is about
25 this wide (indicating), so I have a cement wall on one side

1 and a great big tractor trailer truck over here doing 50
2 miles and hour, and that is all I have.

3 However, inside there is a big lovely 15 foot wide
4 lane that will not be used. It will just sit there as a
5 shoulder waiting, where nobody can use it, waiting for future
6 expansion of 295 to a six lane highway. When this happens,
7 of course, I am sure they will repaint the lanes again.

8 I would hope when they paint those lanes tomorrow
9 morning, they would put the shoulder on the outside where we
10 could use it and leave the four foot shoulder on the inside
11 where nobody is going to use it anyway. It would be a lot
12 safer for bicyclists.

13 The other thing I wanted to mention is the landfill
14 area by the Oxon Hill Children's Farm. We need that route to
15 connect in or out with Forest Heights, Birchwood City, Southlawn,
16 and people who live down Indian Head Highway. It is also
17 needed to connect with the Maryland-National Capitol Park
18 and Planning Trails. In their trails they have a little arrow
19 going through that but it is outside of their jurisdiction.

20 It would be very nice if the District trails could
21 connect with the Maryland trails through that area. That is
22 all I want to say. Thank you.

23 MR. GARDNER: Thank you. Wayne Whitney.

24

25

1 STATEMENT OF WAYNE WHITNEY

2 MR. WHITNEY: Good evening. My name is Wayne
3 Whitney. I also work at the Naval Research Laboratory. Most
4 of what I wanted to say has already been said by the previous
5 two speakers.

6 Just one thing left then that I found to say is
7 on page 15 of the report. There is a breach of the barrier
8 left out. In particular the underpass of 295 at the Naval
9 Research Laboratory should be indicated on that map. I
10 just want to reiterate that I think it is very important
11 the District does plan to extent the bike trail from the
12 Naval Research Laboratory to the District line to connect
13 with the Prince George's planned trail.

14 MR. GARDNER: Thank you.

15 Is there anyone else who wishes to offer testimony
16 in this matter we are now hearing.

17 Yes. Would you come forward.

18 STATEMENT OF PETER GLICKERT

19 MR. GLICKERT: My name is Peter Glickert. My
20 address is 140 12th Street, Southeast. That is on Capitol
21 Hill, near Lincoln Park. I don't know you; I don't know who
22 is really conducting this hearing.

23 MR. GARDNER: I am Robert Gardner the Hearing Officer
24 in this matter.

25 MR. GLICKERT: Is this an EPA hearing or something?

1 I don't know who is conducting the hearing.

2 MR. GARDNER: The District of Columbia Government,
3 on behalf of the Mayor of the District of Columbia, is
4 conducting this proceeding.

5 MR. GLICKERT: All right. I live on Capitol Hill,
6 near Lincoln Park, and I use my three-speed bike mostly on
7 weekends and at night for shopping and other errands in my
8 neighborhood, in downtown Washington and in Southwest.

9 I certainly want to support having a network of
10 bicycle routes in the city. The proposed cost is less than
11 a dollar and a half for each resident of the District and
12 will be a real help if done right. I also want to disagree
13 with some of the plans in the report.

14 "Street exclusive" bike lanes are a joke and a danger
15 unless a physical barrier is built to keep cars out of the
16 lanes. A couple of gallons of green paint will not make a
17 safe bike lane. Also, the plan includes some "existing
18 bikeways" in the network. But including these routes without
19 first finding out if they are safe and practical is a
20 cop-out which can make this whole report useless.

21 I am very familiar with the "mixed traffic" routes
22 which are planned in my neighborhood. They are streets with
23 heavy autotraffic and usually bus traffic, too. Believe me,
24 I will never use my bicycle on these streets. Even driving
25 a car on these streets will make me uncomfortable and likely

1 Street, and Randall playground and only a little bit of
2 South Capitol Street.

3 Making an exclusive eastbound bike lane on D Street
4 Northwest, between second and third, where the present
5 roadway is one-way westbound will give a route to the down-
6 town shopping area by way of D Street which is much quieter
7 and safer than others.

8 Narrow streets like H, Eye, 10th and 12th Streets
9 downtown should not be considered for bike routes. These
10 streets are full of cars and buses. Businesses on these
11 streets will be hurt if less space is allowed for motor
12 traffic. The routes proposed for these streets can be
13 shifted to better streets in connection with a plan for
14 better bus routing in downtown.

15 (A) Buses should travel only in one direction on
16 Pennsylvania Avenue and K Street leaving room for "street
17 exclusive" bike lanes where the buses now go.

18 (B) The "street exclusive" bike route proposed for
19 13th Street, Northwest, can be continued through the downtown
20 shopping area and the obsolete "Federal Triangle" bus
21 terminal to Constitution Avenue. WMATA should be told to
22 review its proposals for "counterflow" bus lanes on 15th and
23 14th Streets, Northwest. By shifting this whole plan to the
24 east, 14th Street would get only southbound auto traffic
25 and northbound auto traffic and southbound bus traffic.

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1 A combination of 12th Street and 13th Street would
2 get northbound auto traffic and southbound bus traffic.
3 Since 12th and 15th Streets also will allow northbound auto
4 traffic, one lane of 13th Street would be open to make a
5 "street exclusive" bike lane.

6 MR. GARDNER: Thank you, Mr. Glickert.

7 Is there anyone else who wishes to make comment or
8 testify on the bike Path? (No response.)

9 I would remind you that written statements may be
10 submitted until Monday, October 19, 1975, at 5:00 p.m.,
11 for inclusion in the record. Such statements will be received
12 by the Executive Secretary, District of Columbia, in Room 523
13 of the District Building, Washington, D. C. 20004.

14 This hearing is adjourned.

15 (Whereupon, at 8:53 p.m., the public hearing in
16 the above-entitled matter was closed.)

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