

DC Bicycle Advisory Council Roster as of 2/19/14

| Name | Appointed by/Agency | Ward | Appointment Expiration | FY13 Meetings Attended (6 meetings annually) |
|----------------------------------|----------------------------|-------------|-------------------------------|---|
| Jonathan Kass (Currently Vacant) | CM Graham | 1 | 2016 | 4 |
| David Alexander | CM Evans | 2 | 2015 | 4 |
| Ellen Jones | CM Cheh | 3 | 2015 | 5 |
| Jameel Alsalam | CM Bowser | 4 | 2015 | 5 |
| Silas Grant | CM McDuffie | 5 | 2016 | 3 |
| David Cranor | CM Wells | 6 | 2015 | 3 |
| Uche Arinzeh | CM Alexander | 7 | 2016 | 5 |
| Jay Stewart | CM Barry | 8 | 2014 | 4 |
| Megan Kanagy | Chairman Mendelson | Chairman | 2016 | 4 |
| Randall Myers | CM Catania | At Large | 2016 | 6 |
| Eric Kugler | CM Grosso | At Large | 2016 | 6 |
| Allyson Carter Brown | CM Orange | At Large | 2017 | 2 (Appointed to BAC 6/13) |
| Vannessa Garrison | CM Bonds | At Large | | (Appointed to BAC FY14) |
| Joshua Ghaffari | DC Office of Planning | | | 5 |
| Jim Sebastian | DDOT | | | 4 |
| Josh Ghaffari | DCOP | | | 5 |
| Sgt. Terry Thorne | MPD | | | 2 |

DC BAC Meetings

All DC BAC meetings were held at 441 4th Street NW, 11th Floor Conference Center, from 6pm-8pm on the following dates:

November 7, 2012
 January 2, 2013
 March 25, 2013
 May 1, 2013

July 10, 2013
 September 3, 2013
 November 6, 2013
 January 8, 2014

BAC Meeting Minutes 11-7-2012

Attendance:

Jeanie Osburn (Ward 5), Megan Kanagy (Chairman), Jameel Alsalam (Ward 4), Randall Myers (At-Large), David Alexander (Ward 2), Erik Kugler (At-Large), Heidi Goldberg (At-Large)

Approval of Minutes:

At the time of voting, there was not a quorum, so did not approve the minutes from the last BAC meeting.

Announcements:

Mike Goodno (DDOT) said that there will be a press conference later this month or early December on the L Street cycle track with the Mayor.

Committee Reports:

Safety

David reported that the Committee discussed the definition of bicycle vs. electric bicycle. In addition to a legislative issue, the Safety Committee thought this was a safety issue. At the meeting, MPD would not comment (beyond saying they would enforce any laws that Council passed) besides saying that travel speed was associated with risk.

Facilities

Jeanie reported on the Facilities Committee bike tour of M Street SE/SW, I Street SE/SW, 4th Street SW, and P Street SW. Based on the observations during this ride, the Committee felt that none of DDOT's three options in the M Street Transportation Study were satisfactory and that both bicycles and transit can be accommodated by making M Street a complete street.

Mike forwarded the Committee report to the DDOT M Street project manager, and Randall suggested having the BAC comment formally again once DDOT has pulled together all the comments and feedback they've received.

Jeanie is going to pull together the issues from all past rides this year and send them to DDOT in order to keep them accountable.

Future ride suggestions:

- Will Handsfield (CM Cheh): Shepherd Parkway, off-road section of Fort Circle, Shepherd Spur
- Erik: South Capitol Street Trail, Oxon Run, Suitland Parkway Trail

Legislative

David Cranor was not present to report. Also see discussion from Safety Committee.

Hearing Reports:

Motor-driven cycle hearing (Randall Myers)

Randall testified that the BAC was still deliberating and laid out arguments about speed, nature of vehicle, and concerns about different types of powered bikes.

Will stated that the next Council meeting on this topic will be January 26 (on or about). Randall offered to write up a position for the BAC to be presented at the next BAC meeting.

Automated enforcement (Jameel Alsalam)

Jameel testified that the general idea of lowered fines combined with more cameras is one that has promise but that we need to ensure that the bill retains both parts of that.

Jameel also stated that the research study on effects is important since there is not a lot of existing research in this area. Jameel asked for research topics in addition to repeat violations and the number of crashes, injuries, and fatalities.

David is concerned about the issue of right on red. Will stated that the record is still open through two weeks after November 13 and that there will be a second hearing that he could testify at.

Discussion: DCBAC role in reviewing development projects

There was a lot of discussion about whether it was appropriate and worthwhile for the BAC to endorse particular developments that exceed the minimum requirements for bicycle facilities. It was suggested that perhaps the BAC could write a general letter of support for these types of developments, with the new Tenleytown development as an example. It was also suggested that the BAC could weigh in on the new OP zoning rewrite. Megan requested a link to the correct section in the rewrite from Josh (Office of Planning).

Other:

Jeanie suggested not having the committees meet every even month due to low attendance, except for the Facilities Committee.

Blue Sky Brainstorming / Discussion: DCBAC Priorities for the next year:

Ideas were written down on large post-its under the categories of Education, Enforcement, Encouragement, Engineering, and Evaluation.

DC BICYCLE ADVISORY COUNCIL MEETING MINUTES

January 2, 2013

ATTENDANCE: David Alexander (Ward 2), Ellen Jones (Ward 3 & BAC Chair), Jameel Alsalam (Ward 4), Uche Arinzeh (Ward 7), Jay Stewart (Ward 8), Erik Kugler (At Large – Grosso), Heidi Goldman (At Large – Mendelson), Randall Myers (At Large – Catania), Terry Thorne & James Crane (MPD), Josh Ghaffari (DCOP), Jim Sebastian (DDOT), Will Hansfield (CM Cheh), Allyson Carter Brown (Black Women Bike DC), Tony Simon

Approval of Minutes

Jameel Alsalam moved to approve the minutes from the September and November, 2012, BAC meetings. The motion was seconded by David Alexander and passed unanimously.

Safety and Education Committee Report

Pennsylvania Avenue Safety. Dec 13-20, 29 tickets were issued by MPD. In advance of that enforcement DDOT had provided educational materials that MPD used in outreach efforts. DMV ran an article in their newsletter. MPD has plans to reach out to taxis. Discussion about other ideas to educate motorists. MPD will continue traffic enforcement in that area. David Alexander volunteered to get a contact with the Taxi Cab Commission.

L Street Cycle Track. Discussion about problems with compliance on the L Street cycle track. Evening valet operations encroach on the lane pretty regularly. MPD indicated that they are working with DDOT to revise valet parking permits that were issued prior to the creation of the cycle track. . DDOT is working on problems around the hotel loading zone.

Met Branch Trail Safety. MPD is doing some patrols. There are as many as 19 lights out on the trail. DDOT is trying to get the vendor to repair them because they are still under warranty. General discussion about the difficulty of providing location information on the trail. DDOT indicated that the Office of Unified Communications is responsible for how 911 calls are handled and some effort had been made to use intersecting streets as identification for trail locations.

Safety Statistics. MPD reported zero bike fatalities in 2012. Still need to look at nonfatal crashes. MPD tracks most serious ones, called specials. Sebastian says would still like more information and analysis on crash reports. Howard University is putting up a crash data center that should be publicly accessible soon.

Facilities Update

Ellen asked DDOT to give updates in the absence of the BAC facilities chairperson Jeanie Osburn.

M Street Cycle Track. Jim Sebastian explained the M Street cycle track planning and design process, noting that it was very similar to how the L Street track was developed. It is scheduled to be complete in 2013.

Frederick Douglass/S Capital Street Bridge. The environmental impact study for the S Capital Street Bridge is completed. There may still be opportunities to improve the bicycle/pedestrian accommodations within the context of the work that has been done.

Met Branch Trail. The Met Branch Trail Rhode Island Avenue Bridge project now has a staging area almost secured which should lower the cost of doing the work. The lack of a staging area in this constrained corridor has delayed the procurement of this project for a considerable amount of time.

DDOT is actively working on an agreement with NPS for the continuation of MBT north to Takoma. Also working with CUA and developers to fill in the trail gap from Monroe Street, NE to the CUA Metro station entrance on John McCormick Road, NE.

A discussion of various connector trails to the MBT and Anacostia Trails ensued. Ellen suggested that the Recreational Trails Advisory Committee is a good source of trail updates and encouraged DDOT to share the dates and times of those meetings with the BAC.

Anacostia Trail. The US Navy has closed the gate on their section of the Anacostia Trail. Ellen suggested that the facilities committee look into this. Good reports on Anacostia Trail Maintenance using a new vehicle that DDOT purchased specifically for this purpose.

Move DC. DDOT will be kicking off their long-range transportation planning process in February with an all day program at the MLK Library on Feb. 9th. Ellen encouraged all BAC members to attend. She will be appointing a DC BAC Planning Committee based on members' interest in being involved in this 18 month effort.

Legislative Committee Report

Ellen noted that the legislative committee had not met since the November BAC meeting and that the chairperson, David Cranor, was not present. Will Hansfield introduced himself. He works for Councilmember Mary Cheh and the Committee on Transportation and the Environment, which she chairs. He noted that the DC Council was beginning a new legislative session. He asked that the BAC provide the Committee its legislative priorities for this session.

Office of Planning

Josh Ghaffari announced the public meetings that the Office of Planning is conducting in January to wrap up the DC zoning updates and provided the website address for more details. Ellen encouraged members to attend.

BAC Organizational Matters

Bylaws. Ellen appointed a special committee to review the BAC bylaws and propose revisions for the BAC to consider at its March meeting. The Bylaws were established in 2002 and don't reflect a change in the number of agency representatives that subsequently occurred in the BAC authorizing legislation. The method of selecting committee chairpersons within the current bylaws is unclear as well.

Ellen appointed Erik Kugler and David Alexander to work with her on this special bylaws committee.

Electronic Communications. A motion was made by Erik Kugler and seconded by Uche Arinzeh to limit participation in the DC BAC Google Group to the following individuals:

- DC Council appointees,
- DC government agency representatives and
- Members of the public have participated in person in BAC meetings, both Committee meetings and/or Committee of the Whole meetings.

A general discussion ensued on the need to use the Google Group to communicate about BAC business in between its bi-monthly meetings. Other DC bicycle discussion groups exist where general information/idea sharing can take place and any BAC member can take part in those discussion groups as well.

The motion passed with 7 yeas, 2 nays, and 2 abstentions.

The meeting was adjourned at 8PM.

DC BICYCLE ADVISORY COUNCIL MEETING MINUTES

March 25, 2013

Attendees

Jonathan Kass (W1), David Alexander (W2), Ellen Jones (W3), Jameel Alsalam (W4), Uche' Arinzeh (W7), Heidi Goldberg (At Large - Mendelson), Randall Myers (At large - Catania), Megan Kanagy (Chair), Joshua Ghaffari (DCOP), Jason Broehm (PAC), Eric Kugler (At Large – Brown).

Approval of Minutes

Ellen Jones moved to approve the minutes from the January BAC meeting. The motion was seconded by Jonathan Kass and passed unanimously.

Appointment of New Secretary

Ellen Jones moved to appoint Uche' Arinzeh (W7) the new secretary for the BAC. The Motion was seconded by David Alexander and passed unanimously.

Pedestrian Advisory Council Update

Jason Broehm provided an update on the activities of the PAC. PAC members have staggered terms of either one, two or three years. PAC is working to fill vacancies by engaging city Council members. There has been a lot of turnover over the past couple of years; currently four vacancies on the PAC. PAC focusing less on infrastructure and more on enforcement, i.e. photo enforcement. Last meeting was on March 4, 2013. PAC will soon start focusing on how the Pedestrian Master Plan will be implemented. Engaging DMV to see if pedestrian related information can be put into driver education and training material. PAC meetings typically held on the fourth Monday of every month. PAC recently hired part-time employee to assist with administrative tasks.

Safety and Education & Enforcement Committee Report

Jameel Alsalam (W4) gave the Education Committee update. This sub-committee interfaces often with the PAC. Concerned about automated enforcement; more focus on traffic enforcement. Good representation from MPD the last couple of years. Lt. Bruel has been the MPD representative but has recently retired. Sgt. Thorne appears to have replaced Lt. Bruel, but Commander Crane has also participated in some. Want the BAC to continue to encourage the roll-out of the expansion of the automated enforcement cameras continues to happen.

Update on Expanded use Automated Enforcement Cameras

The law that created the expansion of the automated enforcement cameras mandated that the mayor release a report be (due Monday April 1, 2013) indicating level of enforcement required to achieve level of safety needed. Must have funding in the FY14 budget indicating funding required to keep fines at the reduced level; budget due out March 26, 2013.

DC BICYCLE ADVISORY COUNCIL MEETING MINUTES

May 1, 2013

Attendees

Jonathan Kass (W1), David Alexander (W2), Ellen Jones (W3), Jameel Alsalam (W4), Uche' Arinzeh (W7), Heidi Goldberg (At Large - Mendelson), Randall Myers (At large - Catania), Megan Kanagy (Chair), Joshua Ghaffari (DCOP), Jason Broehm (PAC), Silas Grant (W5), David Cranor (W6), Jay Stewart (W8), Eric Kugler (AL – Michael Brown), Joshua Ghaffari (DCOP), Jim Sebastian (DDOT), Mike Goodno (DDOT), Jeanie Osburn (BAC), Jessie Rauch (W6), Greg Billings (WABA).

Approval of Minutes

After two corrections were made; 1) addition of Eric Kugler to attendee list, 2) correction of misspelling of Lt. Bruel's name, Randall Myers moved to approve the minutes from the March BAC meeting. The motion was seconded by Jameel Alsalam and passed unanimously. Megan made a motion to send the Facilities update report to Ward 5 council member and usual distribution list. Motion was seconded by Randall Myers and passed unanimously.

Facilities Committee Update

Jeanie Osborn provided an update of the facilities committee April 20 ride. Please refer to the most recent Facilities Committee update for observations. Next facilities ride is June 15, 2013.

BAC Committees Discussion

Ellen Jones indicated that the May 1st Meeting is the first at which the recent By-Laws changes would go into effect. One change is that each BAC committee member would be required to declare an interest in participating in at least one of the existing committees; Safety and Engineering, Facilities, Legislative, and Planning, respectively. Each BAC member in attendance formally declared an affiliation with at least one committee: J. Kass – Legislative, D. Alexander – Legislative, E. Jones – Planning, J. Alsalam – Safety/Planning, D. Cranor – Legislative, R. Myers – Facilities/Planning, E. Kugler – Facilities, U. Arinzeh – Safety/Facilities, and M. Kanagy – Planning/Facilities. Heidi Goldberg did not declare an association with a committee as this would be her last meeting to the foreseeable future because of the pending birth of her first child. Jameel Alsalam indicated that he would like to resign as the Safety and Engineering committee chair. Ellen Jones requested that anyone interested in chairing the committee make the interest known. Ellen indicated that one does not have to be an appointed member of the BAC to chair a committee. Jonathan Kass entered a motion that all of the attendees who indicated a committee affiliation be approved as being on the given committee. The motion was seconded and passed unanimously. Megan Kanagy volunteered to manage the BAC Group list serve going forward since Heidi Goldberg (current manager) is effectively going on maternity leave. Let's all wish Heidi the best, going forward.

Discussion of FY13 Obligation Report for Bicycle Funding

Jim Sebastian led the discussion about DDOT's Obligation report and budgeting and funding processes. The obligation plan is a list of projects DDOT has obligated to fund. The plan is part of a six year Federal Planning Process, but can change monthly. The DC local capital

improvement process/plan dove-tails off of the Federal plan. Federal plan is converted to local level to better track projects and provide a mechanism for accessing matching funds when necessary like the funds provided from gasoline taxes. Obligation plan is made up of four phases: 1) Planning/Design, 2) Right of Way Acquisitions, 3) Construction and Engineering Management Oversight, 4) Construction. Jim shared a spreadsheet titled "Selected DDOT and Pedestrian Projects and Funding", which represents the obligation plan, and explained the content – see attached spreadsheet. The plan represents \$17 Mil of a budget of \$150-\$200 Mil budget, so there are a lot of other bike related projects that are not on the list. The obligation plan is things that DDOT is going to do. There was some discussion around making sure that DDOT has input from "bike minded people" like the BAC in the planning process. There was also some discussion about going the BAC going thru the DDOT plan to ascertain which bike related projects have been funded and which had not. There was also some discussion about why certain roads can accommodate bike lanes and others cannot; such as the need to maximize automobile traffic flow on a given stretch of road. The group also discussed the mechanism for making the district authorities aware of parking violators that obstruct bicycle lanes. It was suggested that district's 311 line is a good way to voice such a complaint.

Legislative Committee Update

Jay Stewart brought members of his college "DC Government" class to the BAC meeting. David Alexander (Legislative Committee Chair) explained to the class how the BAC works as an advisory group to the DC council. They seemed to be interested in how our (BAC) part of the legislative process works. The attendees discussed how to make police officers more aware of the bike related laws so bicyclist would be less likely to be unfairly ticketed if a bike-car accident occurs.

The meeting was adjourned at 8PM.

DC BICYCLE ADVISORY COUNCIL MEETING MINUTES

July 10, 2013

Attendees

Jonathan Kass (W1), David Alexander (W2), Ellen Jones (W3), Jameel Alsalam (W4), Uche' Arinzeh (W7), Randall Myers (AL - Catania), Megan Kanagy (Chair), Joshua Ghaffari (DCOP), Silas Grant (W5), David Cranor (W6), Jay Stewart (W8), Eric Kugler (AL - Grosso), Joshua Ghaffari (DCOP), Jim Sebastian (DDOT, Allyson Carter Brown (AL- Orange), Gerald Fittipaldi (Pub - W4), Michael Alvino (NPS/.

DDOT Report - Jim Sebastian

- M Street still underway
 - Doing emissions analysis now that will be submitted to EPA
 - Possibly modifying section near American Church.
- 15th Street resurfacing from K to Swann starting July22.
 - Just cycle track
- New Mexico Avenue ANC meeting tonight (7-10-13)
- Also proposed lanes near Woodley park and will be presenting Monday night
 - Cathedral Ave
 - Jim will send out notice to BAC
- Anacostia Trail Kenilworth section went out to bid this week for construction
- Still installing CaBi stations
 - 22 to install over next month
 - 54 total this year purchased
- Bike Parking for zoning finally getting submitted to approval
 - 1 parking space per every 3 units in residential
 - Law exists to make existing office building install parking
 - 10% of required car spaces
 - DCRA could issue fines according to type of building violation
 - Jonathan and Josh will report back on current refs an zoning in September

Office of Planning (OP) Report – Joshua Ghaffari

- PlayDC
 - New master plan that encompasses entire parks and rec system
 - Yearlong effort kicked off in spring
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 - Survey hard copies being passed out at all rec centers
 - Surveys available online at playdc.org
 - Encouraging all go online and complete survey for local rec center
 - Already had a round of public meetings with more planned for fall (no confirmed dates yet).
- Jonathan passed around a copy of the new DPR consumer publication
 - Copy also available for download/viewing on the DPR website
- Ellen asked if DCR was responsible for trail maintenance
 - Jonathan explained that maintenance handled by DGS (Department of General Services)
 - DPR is involved in maintenance process and works with DGS

- Comprehensive Plan Progress Report
 - Produced by Office of Planning earlier this year
 - Talks about progress city has made over past few years
 - Plan produced every 3 to four years
 - Focuses on Transportation issues
 - New plan cycle to start next year
 - Neighborhood focus
 - How is city developing and growing
 - Plan available online at planning.dc.gov
- Ellen comments on DDOT Move DC Planning Process
 - A lot of transportation focus in Sustainable DC that can be applied to Move DC

Discussion - Street Cars

- Street Cars effect on cycle traffic
 - Event next week to discuss street cars in Anacostia
 - Jay Stewart will attend and report back to BAC
 - Funding for 22 miles of street cars for next 10/20 years
 - How do we accommodate bikes with street cars?
 - Will there be cycle tracks in Ward 7 of Ward 8
 - Will tracks be used on parallel streets
 - No parallel streets in Ward 7 of Ward 8
 - On H street, where tracks are put a bad for bikes
 - What will be policy of bikes on (inside street cars)

Approval of Minutes

- Ellen Jones motioned to approve minutes from May 1, 2013 meeting
 - Two corrections made
 - Motion made to approve minutes
 - Motioned seconded and approved unanimously

Discussion – Vincent Orange letter Regarding Enforcement Cameras

- Council member Vincent Orange has made a statement that he would like to block the use of more enforcement cameras
 - Jason Green (PAC chair) concerned about the statement/position
 - Jason has written a thoughtful letter that he would like the BAC to sign on with
 - Letter would be distributed to council
 - Copy of letter was distributed to meeting attendee
 - Ellen would like BAC to work more with PAC
 - Ellen would like the membership to review letter and support
 - Motion made for BAC to support
 - Motion was seconded and approved unanimously

- An amendment passed in budget requiring that a “Safety Nexus” be presented for every automated enforcement camera
 - “Safety Nexus” not defined
 - Report due to council
 - Suggestion is that some of the cameras are not safety oriented but revenue oriented
 - Discussion of what specific metrics correlate to accidents or improving safety
 - Speed
 - Context – proximity to pedestrian traffic
 - Frequency of violations
 - Not a fixed number of cameras to be deployed
 - What are MPD’s current criteria
 - Can BAC affect criteria list
 - Jameel will investigate and draft position letter for BAC
 - David Alexander pointed out that fines lowered this year and speeds increased on many roads to help insure that enforcement is not revenue based

Data Mining – Eric Kluger

- Eric is developing a spreadsheet that will capture bike related issues raised
 - Model data mines past BAC reports to capture key issues and groupings
 - Eric integrated his model with a spreadsheet created by Randal Myers to
 - Spreadsheet could be placed on the BAC Google groups (Google Docs)
 - Google Maps could show location of issues indicated
 - BAC location information could be overlaid to location maps of other indicators
 - Eric emailed spreadsheet to membership and is looking for feedback
 - Spreadsheet would be used to drive identifying BAC’s top priorities and communicate to the agency we interface with
 - May need a hired resource to manage getting priorities implemented
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Facilities Update – Ellen Jones

- Janie rescheduled June Facilities ride to July (Sat, 7-20)
- Ride would start at beginning of Crescent Trail at 1:30
- Megan is taking over management of BAC Google Groups
- May do a ride in August as well
- “Bicycle Beltway” is what we are trying to create for the city
 - Crescent Trail – Met Branch (Silver Springs) – Mall – Rock Creek Park

Legislative Committee Update – Ellen Jones

- David Cranor (Chair of Legislative Committee) could not attend meeting but gave notes to Ellen
- Ellen and David Alexander met with David Cranor at June Legislative committee meeting
 - Talked about priorities going forward
 - Push district government to push benefits of bicycle riding with employees – top priority
 - Take a look at “Idaho Stop” rule

- Similar to yield for motorist
 - Applies at stop signs and not stop lights
- Remove restriction on riding abreast
- Modify Bicycle Safety Enhancement Act to require blind spot cameras instead of mirrors on DC owned trucks
 - Only require mirrors right now
- Bicycle access law
- Investigate changes to “Contributory Negligence” law
- Discussion of bicycling on sidewalks
 - Study being done
 - Legislation on issue may be coming
 - Capitol Bike share has made issue of people riding on sidewalks more frequent
 - Somewhat of a facilities issues because people ride where they feel safe and comfortable
 - Many riders may not know that they should not ride on side walk in certain areas like down town
- Starting October 1, the BAC will follow same legislative guidance as the PAC and the chair of the BAC will be elected by the membership
 - Change adopted into Budget Support Act
 - BAC chair will be for a term of 2 years and will be voted on at September meeting
 - Budget for BAC will become available as of October 1, similar to PAC
 - May need a bylaws amendment to create a Treasurer
 - Need a budget for BAC
 - May look hire part-time assistance (like PAC)
 - May use same individual as PAC’s current part-time assistant
 - Budget will be for FY14 dollars
 - Will BAC have more flexibility on what we can spend money on
 - Following PAC lead
 - Look to guidance from CFO’s contact

Other Business

- Presidents Park South
 - Pathway behind White House
 - U street security zone
 - Some alternatives that show bike allowed
- Vacancy on BAC for Heidi Goldberg’s position
 - Anita Bonds (At Large)
 - Soliciting for qualified candidate
 - Ideally a person that would improve diversity of BAC
 - Candidate can live anywhere in district

The meeting was adjourned at 7:50PM.

David Cranor made an appearance immediately after meeting was adjourned.

DC BICYCLE ADVISORY COUNCIL MEETING MINUTES

September 4, 2013

Attendees

Jeanie Osburn (W5 resident and Facilities Committee Chair), Jonathan Kass (W1-BAC), Ellen Jones (W3-BAC), Jameel Alsalam (W4-BAC), Uche' Arinzeh (W7-BAC), Randall Myers (AL – Catania-BAC), Joshua Ghaffari (DCOP), Silas Grant (W5-BAC), Jay Stewart (W8-BAC), Eric Kugler (AL – Grosso-BAC), Joshua Ghaffari (DCOP), Allyson Criner Brown (AL- Orange-BAC), Gerald Fittipaldi (W4 resident), Dave Salovesh (W6 resident), Katie Lee (W5 resident), Jim Werner (W4 resident), Angela Robinson (W5 resident), Shane Farthing (W5 resident).

DC Office of Planning Bicycle Parking Zoning Update

The update was given by Joshua Ghaffari. New code is being proposed:

- Proposing a residential requirement where there was none before.
- Long-term vs. short term parking spaces. Long term for residents and employees and short term for visitor parking.
- Federal buildings not subject to zoning.
- No requirements for shower and changing facilities in building code.
 - If long term bike spaces exist and a large enough owner (mid-size offices or larger retailers) or new construction, shower and changing facilities may be required.
- Standards for bike parking also set in federal comp plan.
- If excess vehicle parking is provided, would have to be mitigated with potentially additional bike parking.

Bike Parking Act & Regulations

This update was given by Jonathon Kass. For the proposed regulations:

- DDOT makes a distinction between a residential and commercial requirements
- For residential structures of more than 8 units:
 - Provide 1 bike space for each 3 units or spaces as needed.
 - Includes an enforcement element, probably executed by DDOT.
 - Must be actively approved by council.
 - Expected by end of the year.
 - Expect to have some requirements for bike racks.
- For commercial structures:
 - Two tiers in council law. Tier 1:
 - 6 months after law is passed, must provide bike parking spaces equivalent to 5% of car parking spaces.
 - Need regulation of fines for violations.
 - Some confusion about whether a regulation is required at all because 5% bike parking requirement can be enforced now.
 - Waiting on clarification from council
 - Tier 2:
 - Where 5% is not meeting demand, must do 10% of car parking spaces.

- DDOT did not tackle in residential regulation.
- For apartment buildings the proposed regulation states:
 - 1 short-term space per 20 units.
 - Short-term parking can be on public space adjacent to building, subject to DDOT permit.
 - Waiver process for requirement if DDOT does not provide permit.
- Per Ellen Jones:
 - Business community is installing bike racks at rate of 250 per year in downtown BID (from 9th St to M St).
- Jonathan will send out a full set of the proposed regulations to the BAC group.

Introductions

Each individual in attendance at the meeting introduced him/herself and Ward or organization/department affiliation.

Approval of Minutes

Ellen Jones noted that we submit our minutes every year to the council's oversight committee. A motion was made to approve the July 10 minutes with a few minor changes (primarily to misspelling of names). A motion was made and approved to accept the minutes with corrections.

Bylaws amendment to create Office of Treasurer

Ellen Jones led the discussion for the part of the agenda:

- Need to create a position of "Office of Treasurer" in our bylaws.
 - Funding for this position becomes available in FY14.
 - Position would be held for one year.
 - Treasurer to be elected by BAC committee members.
- Motion made and approved to create the office of Treasurer.

Election of FY14 Officers

Elections were held for three positions (With Jonathan Kass as acting chairman):

- Secretary – Uche' Arinzeh.
- Chairman Person – Ellen Jones.
- Treasurer – Jameel Alsalam.

Facilities Update

The update for the July ride provided by Ellen Jones:

- Ride scheduled for June but postponed till July.
 - Jeanie not available so ride was led by Ellen Jones.
 - Started at Capital Crescent Trail (DC segment).
 - Looked at Washington Harbor impact.
 - Looked at ramp under freeway to connect to Rock Creek Park.
 - Look for "way finding" for how to connect Rock Creek to Washington Harbor.
 - Looked at Norton Ave which is only access to trail in Georgetown.

- Need signage on MacArthur Blvd indicating entrance to trail.
- The August ride was led by Jeanie Osburn. Ride was attended by Ellen Jones, Gerald Fittipaldi, David Kalter and Heather Deutsch (DDOT):
 - Checking out connectivity between Met Branch Trail and the Northwest Branch Trail (connecting jurisdictions).
 - Not much district government can do.
 - At Monroe and 8th developer has placed a large concrete block on sidewalk that should not be there.
 - New path along new building at end of Monroe by train station is virtually invisible unless one knows it is there. Best place to place sign would be on new building but owners are adamantly opposed.
 - Looked at option to paint sign on ground.
 - Looked at entrance to trail at Gallatin.
 - Property owned by National Park Service and delaying installation of entrance at Gallatin.
 - Trail feeds into Chillum in PG but Chillum is challenging to ride.

MBT Report (about Met Branch Trail)

Jim Werner shared some information about other issues related to the MBT. Jim is citizen resident of Ward 4:

- MBT is an 8 mile trail.
- There have been violent attacks perpetrated on the trail.
 - Depending on where, can take as much as 30 minutes for aid to arrive on scene.
 - Lighting needs to be improved on the trail.
 - Rock Creek is the only national park in country that allows commercial access/facilities in park, but not much done for bike access.
 - DDOT not doing much to improve bike access in part because of community push back.
- Ellen Jones suggested that the BAC try to engage the National Parks Service at a higher level to address biking issues in parks and trails.

Legislative committee update

This update was given by Randall Myers & Jonathon Kass. At the last legislative committee meeting, these topics were discussed:

- Bicycle facilities demand on the Federal government.
- Discussed bell requirement on bicycles.

Safety committee Update

Ellen Jones and Jameel Alsalam led this discussion:

- The BAC is still looking for someone to step up and take on the position of committee chair currently occupied by Jameel Alsalam.
- Jameel spoke about the M St discussion at last safety committee meeting.
 - Need more transparency in process and broader participation.
 - Ellen invited to talk to council member Cheh and others about the "Bike Law" issues. She reported:

- Council member Cheh was very interested in what MPD is doing.
 - Cheh added that she thought hearings would be counterproductive.
 - Jameel and Jonathan suggested that targeted hearings could be helpful.
- A discussion was had about best ways to have targeted education initiatives for DC (and not just broader region).
- One idea suggested was that people who get bicycle related tickets could get them expunged by attending a training class.
- Per Ellen, Cheh seems to support infrastructure improvements as means to improve bicycling access and safety.
- The group had a broader general discussion about inconsistent enforcement (ticketing) of bicycling traffic laws by MPD.

Daniel Hoagland of WABA

Daniel Hoagland of WABA informed the group about WABA initiatives:

- WABA is working a traffic enforcement study.
- WABA will work with BAC on new bicycling education initiatives going forward.

Treasurer update

Jameel gave an update on actions he has taken in new role as Treasurer of the BAC:

- Spoke to treasurer of PAC and council CFO.
- PAC hired an administrative support person.
- Jameel will try to have a budget for the BAC to vote on at the November meeting.
- Checks must be signed by two, a government representative AND a BAC member.
 - Jameel suggested that the BAC signing authority reside with the Treasurer and the BAC chair; either can sign.
- Jameel solicited the group for suggestions on how budget dollars could be spent:
 - Daniel Hoagland of WABA suggested that some of BAC funds be used for targeted education initiatives in small communities of 500 – 1,000 residents.
 - Jonathan suggested a study to identify how people get to stores to shop.
 - Allison suggested a budget item for data collection the BAC could do.

Next meeting on Wednesday, November 6.

The meeting was adjourned at 8:02PM.

David Cranor made an appearance immediately after meeting was adjourned.

**Testimony of Randall Myers
DC Bicycle Advisory Council
Before the DC Council Committee on the Judiciary
February 27, 2013**

Good afternoon Chairman Mendelson and members of the committee, my name is Randall Myers. I am a representative on DC Bicycle Advisory Council (BAC) appointed by at-large member David Catania. Today I will be speaking on behalf of the Chair of the Bicycle Advisory Council's Safety, Education and Enforcement Committee, Jameel Alsalam.

Over the past year, the BAC has maintained an active dialogue with the Metropolitan Police Department (MPD) in response to the action items from the 2011 report from the Office of Police Complaints on Bicycle Safety, and improve the safety of cyclists through traffic enforcement generally. In particular, the BAC has been focused on three issues:

- improving officer training on traffic law as applied to bicyclists,
- ensuring that cyclists have an opportunity to tell their side of the story as part of crash investigations, and
- encouraging MPD to increase traffic enforcement to improve safety for all road users, including cyclists and pedestrians.

In all of these areas, MPD has made important steps in the last year, which I want to acknowledge and encourage. BAC would like MPD to continue to reinforce their efforts in the following areas.

Related to training and engagement with cyclists:

MPD has maintained active engagement with the Bicycle Advisory Council. The current MPD representatives to the BAC are Sergeant Terry Thorne and Commander James Crane (special thanks to Lieutenant Nicholas Breul). An MPD representative generally attends each of the bimonthly Safety, Education and Enforcement committee meetings, allowing the BAC an opportunity to address concerns.

MPD has received a number of comments from the BAC on how to improve their training on bicycle and pedestrian enforcement, and **is in the process of completing an updated training module.** The new module addresses common enforcement errors and reinforces the importance of interviewing all crash participants, even in cases where that requires an officer to make a trip to the hospital in cases of injury.

Related to improved traffic enforcement:

By **designating traffic captains for each police district**, MPD has ensured that traffic enforcement occurs beyond just the overtime enforcement programs. While all officers are required to do traffic enforcement as part of their everyday duties, many priorities compete for their time. District traffic captains provide focus to address traffic safety problems and are a

point of contact for the headquarters unit that runs overtime enforcement programs. MPD should continue to cultivate a focus on traffic enforcement among all its officers through the traffic captains and other programs.

The new automated enforcement cameras will greatly improve the safety of cyclists and pedestrians, especially the new cameras focused on stop sign enforcement and pedestrian crosswalk infringement. The BAC participated in a taskforce to improve the automated enforcement program last fall and supports the continued expansion of this important program. MPD has stated that these new cameras are planned, but the implementation schedule is unclear.

MPD has increased the effectiveness of its outreach and enforcement efforts by **collaborating with other agencies and public interest groups**. For example, as part of a recent outreach event related to illegal U-turns through the cycletracks on Pennsylvania Avenue, MPD collaborated with the DC Taxicab Commission, the Department of Motor Vehicles, the District Department of Transportation and the Washington Area Bicyclists Association. The effort enabled MPD to reach a wider audience; creating a potentially greater impact on drivers and bicyclists. MPD should continue this innovative effort to draw attention to traffic safety issues.

MPD has made important steps described above to improve its training, crash investigation, and traffic enforcement generally. They should continue to strengthen these efforts. Thank you.

From: Jameel Alsalam <jalsalam@gmail.com>
Date: Thu, Sep 5, 2013 at 9:59 AM
Subject: Comments on 11th Street NW re: improving safety conditions
To: bklemens@gmail.com
Cc: "Goodno, Mike (DDOT)" <mike.goodno@dc.gov>, "Sebastian, Jim (DDOT)" <jim.sebastian@dc.gov>

Commissioner Klemens,

I am writing to thank you for your efforts attempting to improve the cycling conditions on 11th street NW and provide my comments on ways that the stretch might be improved. Mike and Jim - I thought these thoughts might also be useful to you as you are thinking about "soft" improvements to suggest. I apologize in advance for the "epic" nature of this email.

I am the Ward 4 representative to the DC Bicycle Advisory Council, and a daily commuter on 11th Street NW. I agree with your assessment that this is one of the top most-important stretches of bicycle infrastructure in the city - right up there with Pennsylvania Avenue and the 15th Street cycletrack. I can attest to the crowds of cyclists that I see on the road every morning and evening. I think that it is already a very good road for cycling, but the high usage means that even marginal safety improvements have a very important safety benefit to the hundreds of cyclists using the route every day.

I was disappointed by the general reaction of many attendees at the transportation committee meeting ("no option that removes parking") but moving forward I wanted to do my part in suggesting "soft" improvements that could have the maximum impact.

As a daily cyclist on this route, and having paid a lot of attention to crash data in the city, I see two safety issues worth addressing on the stretch of 11th street between Vermont and Florida streets:

- 1) Preventing "right hook" accidents at the U street intersection and the Vermont / 11th / S street intersection. I think that this can be done by encouraging drivers to use the right-turn lanes and improving the right-turn lanes as opposed to making turns across where cyclists ride. I have experienced several "near misses" from drivers turning right, especially from 11th street right onto Vermont (both northbound and southbound) without using the right turn lanes.
- 2) Encouraging cyclists to ride in the center of the lane on 11th from Vermont to Florida. This would help lower the incidence of dooring, lower speeds, and discourage unsafe passing by drivers. The challenge here is that I have experienced many drivers who have honked or yelled at me when I ride my bike in the center of the lane, even in this very narrow portion of roadway.

Here are the specific changes that I would recommend:

Preventing Right Hook Turns at U Street Intersection

- 1) Widen the right-turn lane southbound on 11th just N of U street to encourage drivers to turn right from the right hand lane. I believe this can be accomplished by slightly moving the centerline 1-2 ft east (e.g. narrowing the northbound lane, widening southbound space) close to the intersection and by moving the bus stop slightly north perhaps 15 feet to increase space for turning vehicles. My understanding is that the major crash involving a CaBi rider last year involved a right-turning truck and a cyclist riding to the right of the truck. I think that this sort of

accident could be avoided if there was a more robust right-turn lane at this intersection going southbound.

2) On the northbound side, improve the "merge" of cyclists and drivers just after the intersection. I believe there isn't currently a right-hook problem at this intersection going northbound, but I do believe that there are conflicts between cyclists and drivers immediately passing the intersection since cyclists tend to use the right lane (but going straight). I think this could be improved by removing one parking space on 11th closest to the intersection, just N of U on the east side to lengthen the merge area.

Preventing Right Hook Turns at Vermont Intersection

Because of the angled nature of Vermont, this is a very dangerous intersection - drivers tend to want to take this turn at speed, such as happens in the presence of slip lanes. I have experienced near-misses both northbound and southbound with cars cutting me off in an attempt to turn right without waiting behind me.

3) Southbound, there is an adequate right-turn lane but drivers are prevented from using it because of the presence of 2-3 parking spots in the middle of the intersection of 11th Street and Vermont (in front of Providence Opticians). I don't know why there are parking spots in the middle of this intersection, but I believe that the regulations regarding parking spaces and distance from intersections should be checked to see if these spots are in compliance. The best would be to remove these spots, so that cars planning to turn right on S or Vermont going southbound on 11th could merge into the right-turn lane immediately. If these spaces cannot be removed, I would recommend that they be made "Rush Hour No Parking" spaces so that at least during the heavy commute times these can be used as proper right-turn lanes.

4) Northbound. Through this section there is diagonal parking blocking a proper right-turn lane until the traffic passes S street, which makes a good right-turn lane difficult. However, I think that the situation could be improved by allowing bicycles waiting at the light on 11th street south of Vermont on the northbound side to go a few seconds prior to the traffic, so that the vehicles and the mass of cyclists arrive at the intersection at different times. This could be accomplished with a small bicycle signal timed a few second prior to the full light.

5) Reduce "merge" conflicts just north of this intersection on the northbound side. As with U street, there are often merging conflicts just north of this intersection as cyclists in the right lane merge with the single through lane after passing the vermont intersection. I think that this could be solved by removing a single parking space closest to this intersection to lengthen the merge area. I have noticed that the parking space closest to the intersection seems to be the only one along this stretch where non-resident vehicles can park, and that means that this most-dangerous parking spot is often the first to be taken. If the parking spot cannot be removed, it would also be helpful to make this one a residential sticker spot so that it isn't more attractive than the other spaces.

Encourage Cyclist to Ride in the Center of the lane, and Driver to Recognize Cyclists Right to do so

Through this narrow section, there is not adequate space for vehicles and cyclists to share the lane, so the goal is to encourage cyclists to ride in the center. This is a situation where the "sharrows" on the street are placed near the center of the lane, which helps to encourage cyclists to

ride here (however, it is still shaded a little to the left). This is more of a problem on the northbound side than on the southbound side because the hill helps the southbound cyclists keep up with traffic, whereas the northbound cyclists go slower than vehicles.

6) DDOT should post "cyclists may use full lane" at several points northbound and southbound. I would recommend four locations:
- northbound just after the Vermont intersection and just after the U street intersection
- southbound just after the Florida intersection and just after the U street intersection

This will help remind drivers that cyclists can (and SHOULD) be using the full lane for this section. If cyclists are honked and yelled at less for doing the safe thing, they will do the safe thing more.

7) When the sharrows are replaced due to wear, they should be placed in the center or left-of-center of the lane. It is important that sharrows always be placed outside of the door zone and encourage cyclists to use full lane when lanes are too narrow to share, such as in this instance.

8) Consider green paint or other markings to indicate that this is an important bicycle route. I consider 11th Street one of the most important bike facilities in the city - as a "bicycle arterial" - one of the best ways for cyclists to go from downtown to points north. I think that the markings should support this use as a main bicycle route.

Sorry for the extreme length - I hope these suggestions are useful, and I thank you for your efforts to improve this stretch. Even if no parking spots are removed, it would be extremely helpful to restrict them during rush hour times to improve traffic flow and do more signage to encourage cyclists to use the full lane.

Let me know if anything I've written here is unclear.

best wishes,
Jameel Alsalam

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Nov. 2013

The Honorable Vincent M. Gray
Mayor of Washington, DC
1350 Pennsylvania Avenue, Suite 316
Washington, DC 20004

Dear Mayor Gray,

We are writing to express support for the **Transit Benefit Establishment Act of 2013**, to suggest a modification to the bill, and to ask the DC government to become a model of sustainable transportation by offering its employees the Bicycle Commuter Benefit.

The Bicycle Commuter Benefit allows employees or employers to pay for bike commuting related expenses with up to \$20 a month in pre-tax dollars, thereby bringing some amount of parity to the parking and transit fringe benefit other commuters enjoy and, in so doing, encouraging more use of this sustainable and healthy form of transportation. Because the Bicycle Commuter Benefit is a qualified transportation benefit as defined by the IRS, a company can comply with the Transit Benefit Establishment Act of 2013 by offering this benefit to its employees. Therefore the bill has the potential to expand the Bicycle Commuter Benefit to many more residents and workers in Washington, DC, which is something the Bicycle Advisory Council supports.

We would, however, like to suggest one small change to the bill. As Washington is a bike sharing leader and has one of the highest bike commuting rates in the country, it's unfortunate that bike share membership is not included in the definition of a "transit pass" as identified in part 4 of section 2. While the IRS does not recognize bike sharing as transit, we're confident you would agree that this is not the case in Washington, DC. A transit benefit that came in the form of a bike share membership would not be eligible for the tax benefits that other transit passes would, but nonetheless, DC employers who select an employer-paid benefit should be required to offer a bike share membership to employees who select it. By changing the definition of "transit pass" to include bike sharing we think the city would show support for the program as a means of transit and further encourage its robust use, and so we suggest this be modified before the bill is passed.

Finally, we would like to suggest that the DC government take this opportunity to modify its current transit benefit program to include the Bicycle Commuter Benefit through the same program which it offers the transit benefit. Encouraging bike commuting through this federal program would be a natural way to further the Sustainable DC program. The change would not require new legislation and would cost very little (perhaps saving more in payroll taxes than it costs to implement), while rewarding and encouraging employees who seek a sustainable and healthy way to commute to work for the District.

Thank you for your consideration of these comments

DC Bicycle Advisory Council

Nov. 2013

The Honorable Muriel Bowser
Council of the District of Columbia
John A. Wilson Building
1350 Pennsylvania Avenue, NW, Suite 110
Washington, DC 20004

Dear Councilmember Bowser,

We are writing to express support for the **Used Bicycles Sales Amendment Act of 2013** and to suggest that the bill do more to prevent the sale of stolen bikes in Washington.

The Used Bicycle Sales Amendment Act of 2013 should help to remove at least one barrier that might prevent businesses from selling used bicycles, thereby helping to make bicycles cheaper and more available to the citizens of DC. Making biking easier by making it cheaper is something the Bicycle Advisory Council supports.

However we think that this bill also presents an opportunity to improve the current reporting requirements for the sale of used bicycles by secondhand dealers. The current code for "Books and Records", section 16-1001 requires secondhand dealers to record transactions in a book which is kept at the place of business. This method seems out-of-date in the modern internet age. A better method of ensuring that no one is trading in stolen goods would be to require dealers to place records of these transactions, including serial numbers and photographs of the bicycles, in an online, searchable forum. Names could be removed from these records for privacy. This would do a great deal to improve the integrity of such businesses and not prove any more onerous than current recording requirements.

We thank you for your efforts in this area and for your attention to this matter; and we hope you will consider our suggestion.

Sincerely

DC Bicycle Advisory Council

DC Bicycle Advisory Council (DC BAC) Facilities Committee (FAC) ride notes
Monday, October 7
East-west routes across Columbia Heights

Attendees-
Mike Goodno- DDOT
Jeanie Osburn- DC BAC FAC Chair

Suggested route map: <https://mapsengine.google.com/map/edit?hl=en&mid=z24MV8LEeyhk.krwMjKX9YdO0>

Suggested westbound route- Park Rd. from Park Pl. to New Hampshire Ave. Monroe St from New Hampshire Ave to Holmead St. Holmead north to Meridian Pl. Meridian Pl west to 14th St. 14th St south to Newton. Newton St. westbound to Ingleside Terr/19th St. Ingleside Terr./19th St south to Park Rd, and Park Rd west into Rock Creek Park.

Suggested eastbound route- Park Rd. from Rock Creek Park to 19th St. North on 19th St., east on Newton and south on Brown to Monroe. East on Monroe to New Hampshire. Cross New Hampshire onto Park Rd heading east to Park Pl.

On Oct. 7, 2013 the DC BAC FAC October ride explored east-west routes from Old Soldier's Home Park to Rock Creek Park through Columbia Heights. Rain throughout the day impacted turnout for the ride. There is an existing signed bike route on Columbia, Harvard and Kenyon Streets, NW. However, these are fairly congested streets, so our ride objective was to look for roads with less traffic volume that are fairly direct connections (many of the roads in this area are not continuous or switch directions every few blocks to prevent cut-through traffic). Our intention was to ride from east to west across Park Rd, and west to east across Irving St. These are the most direct streets north of the existing signed bike route. However, it quickly became apparent to us that Park Rd is very congested beginning around 13th St. It is also one-way westbound between 14th and 17th Streets.

We started on Park Rd. at Park Pl. Park Rd is a two-way, low-traffic volume and residential street from Park Pl to New Hampshire Ave (30' wide). One needs to exercise caution at Georgia Ave, because Park Rd is disjoint and you have to pay attention to eastbound traffic that wants to turn left onto Georgia Ave. At New Hampshire Ave we explored taking a left to stay on Park Rd and continued that to 14th, but that's not a good option for a few reasons. 1) when you get to 14th St, you're obliged to turn right, 2) the traffic on Park Rd between 14th and 16th is dense and mostly a parking lot, 3) the left turn to stay on Park at New Hampshire is tricky because you have to turn left in front of eastbound Monroe traffic. So at New Hampshire Ave, we opted to go straight across and take Monroe St. From Monroe we rode to Holmead St. (30' two-way street), took a right on Holmead St., left on Meridian Pl. (30' two-way street), left on 14th St. at the signal, and right on Newton St. We opted to go to Meridian Pl rather than a block earlier on Newton, because there's no signal at 14th and Newton coming from the east. All of that was nice. The side streets are residential, and 14th has a striped bike lane. We turned right onto Newton and took Newton to Ingleside Terrace (which becomes 19th St). Newton is narrow (24' wide) and has cars parked on both sides, but there's not much traffic, and there are traffic-calming humps to slow drivers down. From 19th we took a right onto Park Rd which goes to

Klinge and down into Rock Creek Park. Newton is one-way westbound between 14th and Brown Streets; it switches to two-way between Brown St and 19th and widens to 30'.

This last section of Park Rd (between 17th and 19th) is 30' wide with a westbound Left-Through and RT only; a through lane goes eastbound. Cyclists must share the roadway in a fairly high-speed, narrow road, with somewhat high traffic volumes - not a comfortable experience, though not bad westbound, because it's downhill. From Rock Creek coming up Park Rd to Walbridge Pl, there's sort of a bike lane, but it really needs to be wider and removed a bit from the parked cars, to make it a good climbing lane. We explored Walbridge down to Adams Mill to Irving, but that's not a good route to take cyclists, because traffic on Adams Mill is pretty heavy and moves fast. Also Irving is one of the only streets that goes straight through, so it's pretty busy, too, and we were clearly in people's way several times. There's a bike lane on Irving between Adams Mill Rd and 17th St, but it is an uphill climb and, then, after 17th St you must merge with traffic. The volumes are fairly heavy and there is little room to pass. Similar to Park Rd, Irving St is not quite wide enough (30' wide) to install a bike lane without making parking on one side of the road full-time (which would reduce the rush-hour travel lanes from 2 to 1), or eliminate parking on one side of the road (an extremely hard sell in a residential neighborhood with limited parking).

Instead, we suggest taking Park Rd from Rock Creek Park to 19th St and retracing the route up 19th St to Newton and Newton to Brown and Brown to Monroe. 19th St. has a stiff climb, but no traffic, and that's preferable to routing people on Park Rd. between 19th and 17th. Monroe St is the eastbound pair to Newton St and is one-way eastbound between 17th and 14th Streets (24' wide); it is 30' wide east of 14th St.

Other Recommendations

Although, we are not recommending Park Rd between 14th and 16th as part of our route, at 30' wide, and parking on both sides of the road, it would be possible to install a bike lane; however, this would require the bike lane to be placed close to a narrow parking lane with fairly high parking turnover which may be hazardous due to opening car doors. The cross section would be (from south to north) 8' parking, 10' travel, 5' bike lane, and 7' parking. An alternative solution would be to add shared lane markings with the following cross section - 8' parking, 14' shared travel lane, and 8' parking.

Distribution:

Terry Bellamy
Sam Zimbabwe
CM Graham
CM Cheh
CM Bonds
CM Catania
CM Grosso
CM Orange