

DC Bicycle Advisory Council as of February 19, 2013

Name	Appointed by/Agency	Ward	Appointment Expiration	Number of FY12 Meetings Attended (6 Meetings Annually)
Vacant	CM Graham	1		
David Alexander	CM Evans	2	2015	5
Ellen Jones	CM Cheh	3	2015	4
Jameel Alsalam	CM Bowser	4	2015	6
Silas Grant	CM McDuffie	5	2016	Appointed in FY13
David Cranor	CM Wells	6	2015	3
Uche Arinzeh	Alexander	7	2016	Appointed in FY13
Jay Stewart	CM Barry	8	2014	3
Heidi Goldberg	CM Mendelson	At Large	2016	4
Randall Myers	CM Catania	At Large	2016	5
Eric Kugler	CM M. Brown (CM Grosso)	At Large	2016	Appointed in FY13
Megan Kanagy	Mendelson	Chair	2016	Appointed in FY13
Allyson Criner-Brown	Orange	At Large	2016	Appointed in FY13
Jim Sebastian	DDOT			4
Mike Goodno	DDOT			5
Josh Ghaffari	DCOP			6
Sgt. Terry Thorne	MPD			6
Will Handsforth	CM Cheh Staff Rep			NA

**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.

**Testimony of the DC Bicycle Advisory Council
On “The Safety-Based Traffic Enforcement Amendment Act of 2012”
Committee on the Environment, Public Works and Transportation,
November 5, 2012**

Good afternoon Councilmember Cheh and members of the committee. I am a representative on the DC Bicycle Advisory Council. The DCBAC has appreciated the chance to participate in the task force which led to this legislation. The process has been useful to bring community input and expert knowledge to the process of developing legislation. Today, I will offer suggestions to strengthen “The Safety-Based Traffic Enforcement Amendment Act of 2012” and ensure it enhances traffic safety.

For vulnerable road users including cyclists and pedestrians, improving traffic safety and reducing dangerous traffic infractions is extremely important to preventing injuries and deaths. Over the past ten years, we have experienced a trend in steadily decreasing numbers of traffic fatalities in Washington, D.C. Over this period, the automated enforcement program has become a powerful tool in improving safety for all road users. Throughout the existence of the automated camera enforcement program there has been a consistent complaint from the motoring public that the fines imposed by the program are too high. Whatever changes we make in the automated enforcement program, we must ensure we do not reverse the existing trend of decreasing traffic fatalities in our city.

The automated enforcement task force focused on how to change behavior to make people act more safely on the road – is the answer high fines, or is the answer more certain enforcement? In the case of speeding, the task force did not find evidence that higher fines enhance safety. By contrast, there is ample evidence that the presence of automated enforcement cameras does reduce infractions and enhance safety. These two facts reveal a promising pathway to increasing safety: increasing the number of automated enforcement cameras combined with lowering the associated fine to the level supported by the research.

This legislation would lower some automated enforcement fines – it should also require that new cameras be installed. Making this link between both pieces of the puzzle is key to improving safety and defining a strategy for traffic enforcement for years to come.

But some people ask – “What if the research is wrong? What if people ignore the new lower fines and we end up endangering the lives of DC residents walking to the grocery store or cycling to work?” For example, when drivers make very rapid right turns they sometimes create “right-hook” crashes, which can be very dangerous for cyclists riding to the right. We can’t know for certain whether reducing the fine for turning right on red without stopping might increase the number of right hook crashes.

The way to solve this problem is to make sure we carefully study the impacts on safety of the changes being made by the legislation. The legislation currently includes a requirement for a study to assess the safety impact resulting from the reduced fines including “a detailed analysis of any changes in moving violations and repeat violation rates.” In addition, the study should examine the rates of traffic accidents, injuries and fatalities before and after the changes are made.

In summary, the BAC supports the expansion of automated enforcement and a fine structure that contributes to the existing trend of reducing traffic related injuries and fatalities. We believe that the goals of this legislation are to strengthen the automated enforcement program and improve safety, and those are goals that we support wholeheartedly. We ask for two key elements to ensure these goals are met: 1) the legislation should link an increase to the number of cameras in D.C. to the proposed fine reduction to ensure that the legislation as a whole is safety-enhancing, and 2) there should be a robust study of safety outcomes after the changes are made to ensure that the positive safety trend we have been experiencing continues. Thank you for the opportunity to testify.

DC BAC Facilities Committee

Director Bellamy,

The Facilities Committee (FAC) of the DC Bicycle Advisory Council (BAC) meets every other month on even months, and 4 of those meetings (April, June, August, and October) are “rolling” meetings in which the committee rides in a particular area of town making note of needed improvements to the bicycling infrastructure. The enclosed report includes a synopsis of each of those rides. The 2011 rides we did were:

April- South Capitol Street Bridge and Trail
June- Rock Creek Park Livability Study Area
August- Far Northeast Livability Study Area
October- Far Southeast Livability Study Area

During those rides the committee has also noted instances in which DDOT appears to have internal communication problems or process malfunctions. From an external observer’s perspective it appears that bicycling has not really permeated the internal DDOT culture. Specifically, plans appear to be made without substantive input from the DDOT bike/ped office. There are a number of instances that we are aware of that suggest that this is the case:

1. **South Capitol Street Bridge** - DDOT released an EIS which did not have input from the bike/ped office and generated vocal comments from the bicycling community which resulted in CM Wells organizing a ride in July of the same area. DDOT did send out an engineer to participate on CM Wells’ ride, but the involvement should happen without an uproar from the bicycling community.
2. **South Capitol Street Trail** - The EIS released for the South Capitol Street expansion in conjunction with the construction at St. Elizabeth’s mentioned the planned South Capitol Street Trail, but did not provide enough detail to ascertain whether or not the planned widening of South Capitol Street would impinge on the planned Trail. The drawings in the document appear to bisect the trail, and it seems unimaginable that the bike/ped office would have signed off on such plans.
3. **Far Northeast Livability Study Area** - The study area is Benning Road. That road was under construction during the ride, and it was clear that no provisions had been made for bicycling. This is particularly disturbing since Benning Road is part of the “Great Streets” initiative. The areas of town east of the Anacostia River suffer from access to the areas west of the river. The only options for cyclists to enter those areas are the South Capitol Street Bridge, the 11th Street Bridge, the Sousa Bridge, and the Benning Road Bridge. All of which have significant problems as outlined in the ride synopses of the April, August, and October rides.

At the present time it seems that there are gaps between program areas that affect safe and convenient bicycle and pedestrian facilities. The Bicycle Advisory Council would appreciate the opportunity to discuss with you strategies to achieve the goal of fully integrating bicycle and pedestrian thinking into DDOT’s work.

**Testimony of Jameel Alsalam
DC Bicycle Advisory Council
Before the DC Council Committee on the Judiciary
May 30, 2012**

Good afternoon Chairman Mendelson and members of the committee, my name is Jameel Alsalam. I represent Ward 4 on the DC Bicycle Advisory Council and I also chair the committee on safety, education, and enforcement within the BAC.

I am here today to testify about the work that the BAC has been doing with MPD over the last seven months, in particular focusing on MPD participation in the BAC and training of officers in traffic law as applicable to cyclists. MPD has been taking important steps to address the bicycle safety and enforcement issues that you are investigating. What we still need to do is to look back at the results of those efforts.

Last fall, at the request of this committee, the Office of Police Complaints released a report with a number of recommendations to "Improve the Safety of Bicyclists and Enhance their Interaction with Metropolitan Police Department Officers." In particular, the report dealt with:

- Investigation of bicycle-motor vehicle crashes
- Training on bicycle regulations
- and MPD's involvement with the DC Bicycle Advisory Council

In response to the report, MPD designated Lt Nicholas Breul as their representative to the BAC. I am happy to say that since that time, either Lt Breul, Commander James Crane, or Sgt Terry Thorne has attended each BAC meeting and each meeting of the Safety, Education and Enforcement Committee. This has opened up a vital channel of communication between the cycling community in DC and MPD and we very much appreciate this active participation by MPD.

During this time, the Safety, Education and Enforcement committee of the BAC has addressed each item raised by the Office of Police Complaints report. I want to describe one example of the discussions that we have been having with MPD.

MPD has taken steps to educate officers on traffic laws as applied to cyclists

Last fall MPD rolled out an online training module on bicycle regulations and required all officers to complete that training. They have also provided pocket guides produced by WABA and DDOT to all officers, and sent out several messages reminding officers that they have a responsibility to interview all crash participants prior to submitting crash report forms.

Interaction with BAC has been helpful

MPD efforts have been enhanced by working with the BAC. For example, when MPD provided the online training to the BAC, we responded with comments to improve the training. Although

the training did a good job of covering traffic law, it did not adequately cover the difficult practical day-to-day decisions officers have to make, such where to focus their traffic enforcement efforts and how to decide between traffic enforcement and responding to other calls coming in on the radio.

In response to this feedback, Lt Breul has been working on a new in-service training module which will present officers with practical situations they might face and ask them to apply their knowledge of bicycle regulations and MPD enforcement priorities. I believe that this will enhance officer training when it is implemented.

Going forward, results should be measured

It's extremely important that MPD is making efforts to train officers, but the important thing is not that officers take trainings but that we eliminate the problems which have led to the need for training. I don't think that enough time has passed, and we don't have the necessary data to yet know how effective the efforts have been.

I recommend that the Office of Police Complaints conduct a review to measure results of the changes implemented by MPD. That review should look at: 1) whether all crash participants are now interviewed prior to determination of fault in accident reports, and 2) whether the rate of errors in applying traffic law to cyclists has been reduced.

The BAC will continue to work on these issues, and we hope that MPD will continue its efforts to interact with the cycling community through the DC Bicycle Advisory Council, train officers in bicycle regulations, improve its after-crash investigation procedures, and generally improve traffic safety through stepped up traffic enforcement efforts. Thank you.

Contact information:

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GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS



Office of the General Counsel
May 14, 2012

David Cranor
DC Bicycle Advisory Council
Legislative Committee Chair
volcrano@gmail.com
(via email)

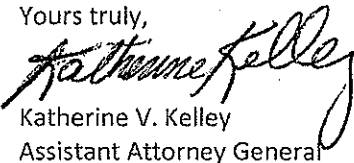
Dear Mr. Cranor:

The Department of Public Works Director William O. Howland, Jr., asked me to reply to your letter, dated January 20, 2012, regarding the status of the Department's compliance with the Bicycle Safety Enhancement Act of 2008 (D.C. Law 17-352). The specific requirements are addressed below.

- Blind spot stickers: Blind spot stickers have been placed on all of the heavy duty vehicles maintained by the Department.
- Blind spot mirrors: Blind spot mirrors are required on all new heavy duty vehicles purchased by the Department and are being installed on existing heavy duty vehicles maintained by the Department as they are brought in for repairs or routine maintenance.
- Side-underrun guards: The law only requires side-underrun guards to be installed *if* this is provided for in an approved budget. See section 4 of the law (copy enclosed). No such provision has been made. This language is included in as section 4 of the law, which is enclosed. Also, side-underrun guards are not readily available for most or all of the heavy duty vehicles maintained by DPW, so they would have to be custom made. For these reasons, the Department has not installed side-underrun guards on the vehicles that it maintains.
- Safety training: Bicycle and pedestrian safety is covered in the Defensive Driving for CDL Drivers course offered for those employees who drive commercial vehicles for the District (please note: in this context 'commercial vehicles' refers to large vehicles, not necessarily vehicles used in commerce). The District Department of Transportation's safety officer has agreed to participate when the course is offered in the future.

I apologize for the delay in responding to your inquiry. If you have any questions, please let me know. I can be reached at katherine.kelley@dc.gov or 202.671.2531.

Yours truly,



Katherine V. Kelley
Assistant Attorney General

Enclosure

AN ACT

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

*Codification
District of
Columbia
Official Code*

2001 Edition

2009 Summer
Supp.

West Group
Publisher

To require the Mayor to establish bicycle safety enhancements for District-owned, heavy-duty vehicles and to require bicycle- and pedestrian-awareness training for operators of District-owned, heavy-duty vehicles; and to amend Title 18 of the District of Columbia Municipal Regulations to require that a motor vehicle operator leave a minimum of 3 feet clearance when passing a bicycle and to establish fines for the use of restricted lanes by unauthorized vehicles.

BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this act may be cited as the "Bicycle Safety Enhancement Amendment Act of 2008".

Sec. 2. Bicycle safety enhancements for District-owned, heavy-duty vehicles.

(a) The Mayor shall:

(1) Equip all District-owned, heavy-duty vehicles with the following:

(A) Blind-spot mirrors;

(B) Reflective blind-spot warning stickers; and

(C) Side-underrun guards to prevent bicyclists, other vehicles, or pedestrians from sliding under rear wheels.

(2) Require that operators of District-owned, heavy-duty vehicles receive bicycle and pedestrian safety training from a curriculum and instructors that are approved by the District Department of Transportation.

(b) The Mayor, pursuant to Title 1 of the District of Columbia Administrative Procedure Act, approved October 21, 1968 (82 Stat. 1204; D.C. Official Code § 2-501 *et seq.*), shall issue rules to implement the provisions of this section within 180 days of the effective date of this act.

Sec. 3. Title 18 of the District of Columbia Municipal Regulations is amended as follows:

DCMR

(a) A new section 2202.10 is added to read as follows:

"2202.10 A person driving a motor vehicle shall exercise due care by leaving a safe

ENROLLED ORIGINAL

distance, but in no case less than 3 feet, when overtaking and passing a bicycle.”.

(b) Section 2600.1 is amended by adding to the table a new infraction under the caption “Lane or course” to read as follows:

“Improper use of restricted [§ 2220] 100.00”.

Sec. 4. Applicability.

Section 2(a)(1)(C) shall apply upon inclusion of its fiscal effect in an approved budget and financial plan.

Sec. 5. Fiscal impact statement.

The Council adopts the December 16, 2008 fiscal impact statement of the Chief Financial Officer as the fiscal impact statement required by section 602(c)(3) of the District of Columbia Home Rule Act, approved December 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(3)).

Sec. 6. Effective date.

This act shall take effect following approval by the Mayor (or in the event of veto by the Mayor, action by the Council to override the veto), a 30-day period of Congressional review as provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of Columbia Register.

Chairman
Council of the District of Columbia

Mayor
District of Columbia



District of Columbia Bicycle Advisory Council

The Honorable Vincent C. Gray
Mayor of the District of Columbia
February 9, 2012

Subject: Mayoral Action Needed on Bike Parking and Bike Infrastructure Maintenance

Dear Mayor Gray:

The District of Columbia Bicycle Advisory Council (BAC) members are appointed by the DC Council to provide advice and recommendations to the Mayor regarding bicycling issues. The BAC members also include representation from four District government agencies: District Department of Transportation (DDOT), DC Office of Planning, Metropolitan Police Department, and Department of Parks and Recreation.

As a DC government advisory body, the BAC wishes to inform you of two issues that we believe require Mayoral action:

- Bicycle parking as specified in the "*Bicycle Commuter and Parking Expansion Act of 2007*" (L17-0103); and,
- Assignment of responsibility for maintenance of bicycling infrastructure within the Executive Branch (trails, bike lanes, sharrows, bicycle tracks).

Allocating the appropriate attention to these issues would greatly improve the District's bicycling infrastructure, promote more bicycling, and in turn play a significant role in making the District a more sustainable community.

Bicycle parking. To improve bicycle parking in the District, the Council of the District of Columbia passed the *Bicycle Commuter and Parking Expansion Act of 2007* (L17-0103) which, among other things, identified specific places where bicycle parking was to be installed, required bicycle parking at residential and commercial buildings, required a report of the existing parking at DC government buildings, and required the Mayor to issue rules to implement the provisions of the Act within 90 days of the effective date. (Section 8(a)) Through the use of the Freedom of Information Act, the BAC acquired the report on existing bicycle parking from DDOT. That report corroborates the premise that the bicycle parking in DC is inadequate.

The BAC analysis indicates that the Mayor's office has not established the rules for implementation of the provisions of this act. Lacking Mayoral guidance, the enforcement of the provisions of the Act appears to be non-existent as demonstrated by existing conditions that include:

- Many of the specified locations in the Act are still without bicycle parking;
- DDOT has no systematic method for identifying locations which need parking and a limited budget which allows installation of only approximately 500 racks/year (an estimated 10,000 racks are needed); and
- Developers/operators of commercial and residential buildings are routinely given building permits/certificates of occupancy without adhering to the provisions of the Act. If they do provide bicycle parking, it is often inadequate, inaccessible, unsafe, and/or poorly located.

The BAC has four recommendations for the District government to accelerate the implementation of this act:

1. Produce a comprehensive plan for improving bicycle parking in the city.
2. Comply with the provisions of the *Bicycle Commuter and Parking Expansion Act of 2007* by installing adequate bicycle parking at DC-owned or leased facilities;
3. Issue building permits/certificates of occupancy only after the verification of adequate, safe, accessible bicycle parking facilities by city building inspectors, which may require additional training; and
4. Streamline the contracting and procurement process for bicycle parking which currently appear to inhibit the timely installation of bicycle parking due to the delays associated with the approval of contracts and grants to non-District government entities.

Maintenance of bicycling infrastructure. In the past decade, the District has invested in new bicycle trails, lanes, paths, sharrows, and tracks. These improvements have led to increased ridership, more enjoyable rides, and improved quality of life in the areas they serve, and they will remain an asset to the District of Columbia as long as they are maintained. Currently, no agency been tasked with maintaining these facilities. The District should authorize funding and denote those agencies responsible for maintaining the District's bicycle infrastructure, which includes removal broken glass, detritus, overgrowth, and snow and ice. BAC recommends that the DDOT Urban Forestry Administration (to maintain the District's trail system) and the Department of Public Works (to maintain streets with bicycle infrastructure) work closely with the District's bicycle program to perform these tasks.

We appreciate your consideration of our recommendations and look forward to your response at your earliest convenience.

Sincerely,



Ellen Jones, Chair
DC Bicycle Advisory Council

CC:

The Honorable Mary Cheh, DC Council
Alan Lew, DC City Administrator
Terry Bellamy, Director, Department of Transportation
William O. Howland, Director, Department of Public Works
Brian J. Hanlon, Interim Director, Department of General Services
Jim Sebastian, Bicycle Program Manager, Department of Transportation

DC Bicycle Advisory Council Facilities Committee Report Submitted to DDOT February 2012

The DC Bicycle Advisory Council Facilities Committee conducted three bicycle tours of facilities in FY11. Mike Goodno, District Department of Transportation bicycle specialist, participated in each tour. This report r the observations made by participants on those tours.

1. South Capitol Street Corridor (May 2011)

Objective- To explore the South Capitol Street bridge, routes to the Anacostia Metro, and the area of South Capitol Street near proposed street widening for St. Elizabeth's

Route- Nationals Ballpark over S. Cap Bridge on inbound sidewalk; south on path next to Anacostia Naval Air Station; left on Firth Sterling; cross Suitland; right on Howard Rd.; left on MLK; left on Good Hope; left on bike path in Anacostia park to bridge; through grass to Howard Rd and then back to bridge; south on bike trail next to Anacostia Naval Air Station; south on South Capitol Street to Malcom X/McDill Blvd; left on Malcom X; left on South Capitol St. to Firth Sterling; left/right to bike path to S. Cap bridge; over S. Cap bridge on outbound sidewalk.

Problems:

- Bridge sidewalks need regular sweeping
- Hairpin turn at the east end of the inbound sidewalk to get onto/off the bridge
- New bridge plans include stairs but not ramps (handicap/bicycle) at the ends of the bridge
- Path along Anacostia Naval Air Station becomes a hayfield after mowing; needs routine sweeping
- Access to Anacostia Metro Station requires detour to Firth Sterling (no access to Howard Rd from bridge)
- Firth Sterling needs bicycle accommodation (riding with light rail is dangerous; off-street path preferred)
- Suitland crossing needs bicycle accommodation- heavy traffic, no space in right hand lane for bikes, curb cuts on sidewalks/islands are not conducive to crossing via bicycle; lots of detritus in intersection
- Howard Rd by Metro Station is dangerous with many cars pulling out of parking spaces; many buses entering/exiting the station
- MLK needs bicycle accommodation
- Good Hope Rd. from MLK to Anacostia Park is in horrible condition
- South Capitol Street- needs bicycle accommodation; plans for South Capitol Street widening between Firth Sterling and Malcom X show possible encroachment/bisection of the planned South Capitol Street Trail
- Left onto Malcom X dangerous; try to get into left lane with cars flying off I-295 to go to Bolling

2. Rock Creek West II Livability Study Area (June 2011)

Objective- To provide input to DDOT regarding planned bicycle boulevards in the study area

Route- Van Ness Metro south on Conn. Ave sidewalk; left on Yuma to Tenley Circle (with multiple diversions involving 36th St. to Albemarle and Brandywine and finally back to Yuma); cross Wisconsin; continue on Yuma; right on 44th St.; cross River Rd. to diverter at Harrison; cross diverter; right on Jennifer St.; through the diverter at 43rd St.; right on 41st St.; turn around at Davenport; north on 41st St.; right on Livingston St.; left on Chevy Chase Pkwy.; end ride at Patterson

Comments- Generally, cycling conditions in this area are good with relatively wide streets, low and slow traffic due to stop signs. The objective was to provide input to the planners of the Rock Creek West II Livability Study area, specifically with respect to bicycle boulevards.

Problems:

- Tenley Circle- navigating Tenley Circle is confusing and challenging and safest to do currently on the sidewalk. Crossing Wisconsin is also difficult unless you dismount and cross in the crosswalk.
- River Rd. - Crossing River Rd. at 44th Street is dangerous.
- Traffic diverter at Harrison- needs some landscaping to improve visibility
- Crossing Wisconsin at Jennifer (west to east)- lane markings require bicycle through traffic to be in left lane
- Traffic diverter at 43rd St.- needs some landscaping to improve visibility
- 41st St. becomes one-way northbound at Davenport. Need connectivity to Wisconsin
- Chevy Chase Pkwy is nice, though hilly. Nevada might be a better option
- Crossing Connecticut on 36th is challenging because the traffic light is a block away

3. Far Northeast Livability Study Area (August 2011)

Objective- To provide input to DDOT regarding bicycle facilities and needed improvements in the study area

Route- Benning Rd. Metro Station; Benning Rd. west; right on 45th St.; left on Brooks St.; left on 42nd St.; right on Benning Rd.; right on Minnesota Ave.; cross Nannie Helen Burroughs; straight on Sheriff Rd.; right on 49th St.; left on Blain to 55th St.; turn around; right on 49th St.; right on Marvin Gaye Trail; ; Central; right on Sycamore; cross E. Capitol St.; right on 55th St.; right on Ames; cross East Capitol St.; left on Central to return to Benning Rd. Metro

Comments- This area has significant challenges and needs a lot of attention from DDOT. There are many nice minor streets, but they abruptly change to one way, or they feed into major arteries which have a very poor level of service for bicycling. The entire area needs a creative engineer who can look at intersections and thoroughfares while keeping cyclists in mind. Connectivity from this area into areas west as well as internal connectivity needs significant attention from a creative engineer.

Problems-

- Major arterials (East Capitol St., Benning Rd., Minnesota Ave.) do not have any accommodation for cyclists, and most of the streets in the area feed into these arterials.
- Access to the area from the west only via Benning Rd. Bridge, and that bridge needs to be redesigned and replaced. On the east side of the bridge there is one of the worst intersections in DC (Minnesota Ave. and Benning Rd), and on the west, cyclists cross an entrance ramp to I-295 with very fast-moving traffic.

- Benning Rd. was just redesigned and rebuilt as a Great Street and has NO accommodation for cyclists. There isn't even a curb cut in the new granite curbs for cyclists or handicapped people to get from the sidewalk on the north side of the street to the south side of the street where the library and shopping center are.
- Telephone pole at Benning and MN Ave (NE corner) is located so close to a parking lot barrier that access via wheelchair is challenging if not impossible depending upon how wide the wheelchair is.
- MN Ave is in bad shape, has heavy traffic, no accommodation for cyclists, and has a major transit hub on it (MN Ave Metro station).
- The RR underpass at Nannie Helen Burroughs leading to Kennilworth Aquatic Gardens has no accommodation for cyclists. Traffic is heavy and moving relentlessly to try to get onto I-295.
- 49th St. needs to be signed at Central to route cyclists to Sycamore to be able to cross East Capitol St.
- 55th St. is one way southbound. There are many one-way streets in the area making it difficult to get around if you're not intimately familiar with the area.

October- Far Southeast Livability Study Area

Objective- To provide input to DDOT regarding bicycle facilities and needed improvements in the study area

Route- From 11th and M St. SE over the 11th St. bridge; left on Good Hope Rd.; right on Alabama Ave.; left on Naylor Rd. to Suitland Pkwy.; turn around; turn right on 30th St.; cross Alabama Ave.; right on W St.; right on Branch Ave. to Southern Ave.; turn around; left on Gainesville St.; right on 32nd St.; right on Park Dr.; left on Branch Ave.; right on 33rd St.; left on S St.; turn around; left on 33rd St. to Pennsylvania Ave.; cross PA Ave.; left on O St. to PA Ave.; turn around; right on 30th St.; cross PA Ave.; right on R; left on 28th St. to Fort Davis Park; turn around; left on R St.; cross Minnesota Ave.; left on 16th St.; right on S St.; left on 13th St.; right on Good Hope Rd.; left on MLK Ave.; left on V St. to 18th St.; turn around; right on 16th St.; left on Good Hope Rd.; right on 16th St.; right on Fairlawn Ave. to PA Ave; turn around; right on Nicholson St. to Anacostia Dr. to end ride

Comments- This area's largest challenge for cyclists is access into and out of it from both the western side of DC as well as into Maryland. The area is quite hilly and has some major arterials (PA Ave, Good Hope Rd, Branch Ave. AL Ave.) that have a poor level of service, so finding relatively easy, safe routes is difficult. It is also bisected by parkland (Fts. Dupont and Stanton) with few options to cross the park.

Problems-

- Entrance into the area from the western side of town is via sidewalks on the Sousa and the 11th Street Bridges. Both have challenges and problems.
 - The 11th Street Bridge as it existed in October is a very unpleasant and relatively dangerous ride. The sidewalk is narrow, covered in detritus, and has a very low railing as a barrier between the sidewalk and speeding traffic. At the western end, the sidewalk is extremely narrow (2 cyclists cannot pass) and regularly floods. How much improvement for cyclists will be on the new 11th St. Bridge remains to be seen, though the cycling community was held at arm's length throughout the planning process for the 11th St. Bridge.

- The Sousa Bridge's sidewalks are covered in detritus. On the eastern side of the bridge the outbound sidewalk has an entrance and exit ramp for I-295, so traffic is moving quickly with little regard for sidewalk traffic. The curb cuts at both of those ramps are disjoint so that cyclists have to make sharp turns to negotiate them. On the inbound sidewalk there is a stoplight at the ramp, and that stoplight needs to have a cycle for bike/ped safe crossing.
- Good Hope Rd. is narrow with heavy motor and pedestrian traffic. It is dangerous and unpleasant to cycle between MLK and MN Ave.
- The intersection of AL Ave. and Good Hope Rd. is busy and poorly designed particularly for a cyclist turning left on AL Ave from Good Hope Rd. The intersection needs attention from a creative engineer who keeps cyclists in mind.
- Traversing the area on anything other than major arterials is choppy (right;left; right; left) due to the parks and the terrain. There are no signed alternatives to the major arterials, so only those very familiar with the area could get around.
- Getting out of the area into MD is also challenging, because only the major arterials cross and go anywhere other than disconnected neighborhoods, and the major arterials are bicycle hostile.
- Branch Ave. has grassy islands forcing 1 lane, but there is no space for cyclists. Traffic moves quickly and is dangerous. The sidewalk is narrow.
- Fairlawn is a good route for cyclists, though it is one-way northbound. There is sufficient space for a contraflow lane enabling southbound cycling traffic.
- The I-295 underpass at Nicholson is not well lit, it is drab, and it is unsafe at night.

**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.