

1. Please provide a list of the Council's current members.

Please see the attachment BAC Term and Attendance 2015.pdf

2. Please provide a list of the Council's meeting dates, times, and locations for FY

The Council meets on the first Wednesday of odd-numbered months at 441 4th St NW in 11th floor conference rooms. The dates for the last year were January 7<sup>th</sup>, March 4<sup>th</sup>, May 6<sup>th</sup>, July 8<sup>th</sup>, September 9<sup>th</sup>, November 3<sup>rd</sup> and January 6<sup>th</sup>, 2016.

3. Did the Council receive funds in FY 2015? If so, please provide the following:

The DCBAC received a budget of \$10,000 through DDOT. Between 1/1/2015 and 1/31/2015, the BAC spent \$2385 on administrative and research support services provided by Ursula Sandstrom.

Accomplishments resulting from DCBAC support services spending include:

- Prompt delivery of general and committee meeting notes, which has allowed the BAC to be more effective in communication between members and with the public
  - General meetings in March, May, July and September 2015.
  - Facilities and Legislative Committee meetings in April, June, August and October 2015
- Blog posts to inform members of the public regarding information presented at BAC meetings
- Research and administrative support on various issues such as dealing with the Mayor's office on appointment issues.

4. Please describe the Council's activities in FY 2015, highlighting what the Council considers its three biggest accomplishments in FY 2015.

In addition to the six Council meetings described in #3, the BAC held 13 committee meetings. The BAC provided comments on various transportation plans and studies being conducted by the Office of Planning, and transportation projects by the Department of Transportation. The BAC Facilities Committee had four rides in various parts of the city to generate recommended improvements and to provide input to Neighborhood Vision Plans, which were sent to the Council and DDOT. The BAC legislative committee provided input on the proposed Comparative Negligence bill, Vision Zero bill and Bicycle and Pedestrian Safety Act. A BAC member attended the Bicycle and Pedestrian Safety Working Group. The BAC maintained active dialogue with DDOT, OP, the DC Pedestrian Advisory Council, and the Arlington Bicycle and Pedestrian Advisory Council.

Major accomplishments of the DCBAC in FY15:

- Provided input to the Bicycle and Pedestrian Safety Working Group and the report it produced. Testified before Council on the resulting legislation as well as the complimentary Vision Zero and Distracted Driving bills.
- Met with staff of George Washington University's Emergency Trauma Center and learned that all emergency rooms in DC Hospitals are required to collect information on injuries that are treated including the cause of injury such as bicycle crashes. The Safety Committee was told that there currently does not exist an effective, transparent method for communicating this information between hospitals, with the DC Department of Health or the public. The Safety

Committee referred the staff of the GWU Hospital to the DC Council Committee on Transportation and the Environment in hopes that their inquiries to the DC Department of Health could stimulate a discussion to improve this situation.

- Provided input to the Neighborhood Vision Plans for Adams Morgan and Van Ness, DDOT Bikeshare Development report, NPS's Benjamin Banneker Park Pedestrian Access Improvements and the Eastside Downtown Protected Bicycle Lanes.
- Produced a "Draft Principles on Sidewalk Cycling" in co-ordination with the PAC, though this was not adopted by the BAC

5. Please describe the state of bicycle safety in the District.

In 2015 there were TBD traffic crashes involving people riding bicycles. In 2014 there were 829 traffic crashes. This represents a significant increase above the level of crashes in the 2011-2013 period, when there were approximately 600 crashes in each year. In 2015 one bicyclist died in a traffic crash (by comparison, 2012:0, 2013:2, 2014:1). Part of the increase in crashes can be explained by the increase of exposure due to greater cycling, but the BAC is eager to see the trend in crashes reverse.

The District continues to make progress in some areas regarding bicycle safety and has, through the Bicycle and Pedestrian Safety Working Group and Vision Zero Initiative, signaled greater concern about improving bicycle safety. New legislation and regulations promise to make DC streets safer in the future, as do new infrastructure and the first-in-the-nation universal bicycle training for second graders that was rolled out this year. However, the District still has dangerous traffic conditions for bicyclists in many parts of the city due to a combination of infrastructure design that doesn't always account for bicycling, poor maintenance of bike lanes and trails, dangerous behavior, and gaps in traffic enforcement. The City has seen an increase in the number of bicyclists over the last few years but there is still a sizable segment of the population that sees bicycling as dangerous because of a lack of accommodation and safety.

While the District tracks crash data via the D.C. Department of Transportation's Traffic Accident Reporting and Analysis System and fatalities via the federal Fatality Analysis Reporting System, there is no place where injury data is tracked. Such data would have great utility in studying the safety of bicycling in the District.

The state of bicycle safety as measured by injuries is a topic that the BAC Safety Committee explored in FY15 with the help of the Emergency Trauma Center staff at George Washington University Hospital. The committee learned that all emergency rooms in DC Hospitals are required to collect information on injuries that are treated including the cause of injury such as bicycle crashes.

The Safety Committee was told that there currently does not exist an effective, transparent method for communicating this information between hospitals, with the DC Department of Health or the public. The Safety Committee referred the staff of the GWU Hospital to the DC Council Committee on Transportation and the Environment in hopes that their inquiries to the DC Department of Health could stimulate a discussion to improve this situation.

6. Please describe the Council's major goals for FY 2016 and the plan/timeline for completion.

FY 2016 goals

- Legislative: Provide input to the marked up Bicycle and Pedestrian Safety, Vision Zero and Enhanced Penalties for Distracted Driving Amendment Acts. Timeline is dependent on the release of this legislation, but to comment during any comment period that follows
- Facilities: To complete four Facility Committee rides chosen based on initiatives defined by DDOT and the Office of planning and provide input to relevant DDOT, NPS and other agency products.
- Safety: Work with MPD on officer training and public safety education
- Administrative: Hire a new administrator to replace Ursula Sandstrom who resigned to pursue other opportunities.

7. Last year, the Council provided four goals for FY 2015. Did the Council achieve each of these goals? If not, why not?

- “MoveDC Implementation. Provide advice to DDOT, the Council, and the Mayor regarding rigorous implementation of MoveDC plan.”

The BAC, through Facility Committee meetings and at general BAC meetings, has given advice and comments to DDOT about MoveDC implementation. In addition the Facilities Committee gave input to the Office of Planning that included ensuring that MoveDC was being followed.

- “Facilities. Four bicycle study tours will be conducted. The locations will be chosen based on opportunities to provide timely input to current plans by city agencies such as DDOT and the Office of Planning.”

The Facility Committee rode 4 rides in 2015. Specifically:

April 2015 – Rode the Van Ness neighborhood accompanied by OOP and DDOT staff as well as ANC commissioner Tom Quinn

June 2015 – Rode the Adams Morgan neighborhood with Councilmember Nadeau

August 2015 – Rode with DDOT staff to explore the Brookland/Eckington area in conjunction with their Livability Study.

October 2015 – Rode with DDOT staff and ANC commissioner Tom Quinn in the Tenleytown/AU area to explore ways to improve the cycling conditions of AU students

- “Legislative. Advise the Mayor's Office on ways that DC can offer the Federal Bicycle Commuter Benefit to its employees. Working with CM Allen's office to bring this up prior to Bike to Work Day.”

The Legislative committee sent a letter to the Mayor and met with Councilmember Allen on the subject.

- “Safety. Work with stakeholders such as the DC Pedestrian Advisory Council on government policies to encourage safer interaction between bicyclists and pedestrians”

The BAC was actively engaged in the Bicycle and Pedestrian Safety working group along with representatives of the PA. Though the committee report the BAC was able to encourage safer

interactions between bicyclists and pedestrians. Also drafted, in coordination with the PAC, a set of shared principles on sidewalk cycling. This was adopted by the PAC, but not the BAC.

8. What are the 3 biggest challenges that the Council currently faces?

- Recruiting volunteers and the timely filling of vacancies
- Dealing with the cumbersome funding process
- Lack of communication from the Mayor's office and Council Staff. It is often unclear who we should communicate with, and messages often fail to generate any response. In addition, relevant legislation – such as the Vision Zero Act – is often drafted without seeking our input or even notification.

9. How does the Council represent and solicit feedback from residents?

The BAC invites members of the public to attend and participate in full BAC meetings, committee meetings and study rides. We publish key information learned in meetings in blog posts and on social media. Meeting minutes are publicly available on the website and listserv. Feedback from residents can serve as an important way to focus our efforts and gain additional on-the-ground knowledge of conditions. Residents can participate in both in-person and online discussions.

- What has the Council learned from this feedback in FY 2015?

We have received occasional input on legislative ideas, priorities and facility needs.

- How has the Council changed its practices as a result of such feedback?

We continue to seek feedback in the same way.

10. Please provide a copy of all official correspondence sent by the Council in FY 2015 and FY 2016 to date.

See attached.

11. Does the Council have any suggestions for how to further develop the Capital Bikeshare program?

See the attached comments on the Capital Bikeshare Development Plan.

12. Last year, the Council recommended the following areas as priorities for improvement in the District in FY 2015. Please provide an update on the status of these matters, including what action, if any, both the District and the Council took to improve them in FY 2015 and FY 2016, to date.

- Robust implementation of the MoveDC plan.

There are some pieces of the MoveDC plan that have been implemented, but progress is slow and at the current pace it is not going to meet all of its goals. At the beginning of 2015, DDOT set a goal of adding 7.5 miles of bike lane, but only added 4 miles – though it has exceeded the goal of 60 miles by the end of 2015 as stated in the 2005 Bicycle Master Plan. It may not achieve the goal of 5% commute mode share by 2015 though. It was 3.9% in 2014.

- Maintenance of current infrastructure.

The BAC is happy to see a more concerted effort being made with regards to snow clearance and winter management of bike facilities.

- Increased funding for infrastructure improvements and trails.

The BAC is unaware of the funding levels for these items. We are happy to see progress on the Anacostia Trail and Klinge Valley Trail, but we don't see signs that funding is significantly higher in 2015 than it was in 2014

- Dedicate more funding to the installation of bike parking.

There is still a significant deficiency in the amount of bike parking available – in part due to increased demand. DDOT has done a good job of working with the Downtown BID (“Downtown Bike Parking Nearly Doubles in 3 Years,” Shaun Courtney, District Source, January 5, 2016) to add parking, but it's unclear if they've received additional funding.

- Pass a bill that makes it easier for cyclists and pedestrians injured in collisions with vehicles to collect damages by changing the current contributory negligence standard for vulnerable users.

The Motor Vehicle Collision Recovery Act of 2015 was referred to the Judiciary Committee, but was never brought up for a hearing. Goal not met.

- Offer all DC employees bicycle commuter benefits similar to the transit benefits.

Goal not met

13. Please identify the Council's top recommendations for the District's priorities related to bicycling in FY 2016.

DCBAC top recommendations for District priorities in FY 2016

- Pass the Bicycle and Pedestrian Safety, Vision Zero, Enhanced Penalties for Distracted Driving Amendment and Motor Vehicle Collision Recovery Act
- Offer all DC employees the \$20 a month bicycle commuter benefit similar to the transit benefit
- The Bicycle Master Plan only had goals out to 2015, and MoveDC lacks the same kind of year-by-year goal setting. DDOT should report on its success and failures on achieving the goals from the 2005 plan (Table 3) as well as update them for the next decade. Both the Metropolitan Branch and Anacostia Trails were to be completed by now and neither one is. They were to have 150 miles of signed bike routes, but they don't. Not all bridges have had improved access for bicyclists. They have not installed 2000 bicycle parking racks. Etc...
- The DC government should initiate conversations with DC Hospitals about accessing bicycle injury data as mentioned above with the goal of tracking data and making it available to the public as a way of measuring success or failure towards the goals of Vision Zero.

14. Please provide information on the trails, paths, and lanes that have seen improvement over FY 2015. Please also provide a list of trails, paths, and lanes that the Council believes the District should prioritize for improvement in FY 2016.

Improvements in 2015

- DC installed 4.12 miles of bike lane and 2.06 miles of shared lanes (see attached) in 2015, including a section of protected bike lane on 1<sup>st</sup> Street NE.
- Work was started on the Klinge Valley Trail project
- Work was continued on the Kenilworth Avenue Section of the Anacostia River Trail
- The draft version of the 30% design of Phase I of the Metropolitan Branch Trail extension was completed. Work on a similar design of Phase II was started.
- Final design of the Rock Creek Trail rehabilitation was started
- A task order was issued for the South Capitol Street Trail
- The final design of the Oxon Run Trail was completed
- A concept plan for the New York Avenue Trail was completed
- The work plan for FY2016 was modified to include a feasibility study for the Palisades Trolley Trail

#### Facility priorities for 2016

- Install at least 6 miles of bike lane, including a protected bike lane on Louisiana Avenue between Union Station and Pennsylvania Ave. NE, 5<sup>th</sup>/6<sup>th</sup> Street NW corridor and the northern extension of the 15<sup>th</sup> Street protected bike lane up to Euclid. Improve the 15<sup>th</sup> Street facility including intersection improvements at W, permanent curbs and bicycle signal lights. Settle on location of east-side downtown protected bike lane
- Finish the Klinge Valley Trail and begin work on connector bike lanes to Mount Pleasant
- Finish the Kenilworth Avenue Section of the Anacostia River Trail. Lay out an updated plan for the completion of the trail.
- Finish the 30% design of Phase I and Phase II of the Metropolitan Branch Trail and solicit both for design-build construction.
- Begin construction of the Rock Creek Park Trail rehabilitation
- Begin construction of the Oxon Run Trail rehabilitation
- Complete a feasibility study of the Palisades Trolley Trail