

**Performance Oversight Questions**  
**Bicycle Advisory Council**

1. Please provide a list of the Council's current members. For each member, please provide the following:
  - The member's name
  - The Ward, agency or organization the member represents
  - Who appointed the member
  - When the member's term expires
  - Attendance record

Please see attachment: BAC members 2-20-2015.pdf

2. Please provide a list of the Council's meeting dates, times, and locations for FY 2014 and FY 2015 to date.

The Council meets on the first Wednesday of odd-numbered months at 441 4th St NW in 11th floor conference rooms. The dates January 8, March 5, May 7, July 2, September 3, and November 5, 2014 and January 7, 2015.

3. Did the Council receive funds in FY 2014? If so, please provide the following:
  - The amount of the funding
  - The source of the funding
  - A list of all expenditures
  - A description of how these funds furthered the Council's mission

The DCBAC received a budget of \$10,000 through DDOT. In April 2014, DDOT and the OCFO finished setting up a checking account and process to allow the BAC to access these funds. From May 2014 to July 2014, the BAC went through a competitive process to find a person to provide support services on a contract basis. Between 8/1/2014 and 1/31/2015, the BAC spent \$1,905 on administrative and research support services provided by Ursula Sandstrom.

The following table summarizes DCBAC expenditures during this period:

<b>Memo</b>	<b>Amount</b>	<b>Date Incurred</b>
August 2014 support services	\$50	8/1/2014
Sept 2014 support services	\$560	9/1/2014
Oct 2014 support services	\$355	10/1/2014
November 2014 support services	\$315	11/1/2014
December 2014 support services	\$150	12/1/2014
January 2015 support services	\$475	1/1/2015
<b>Total 8/1/2014 - 1/31/2015</b>	<b>\$1,905</b>	

Accomplishments resulting from DCBAC support services spending include:

- Comprehensive organization of historical DCBAC meeting notes into a central repository
- Improvement of DCBAC website
- 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 September and November 2014, and January 2015.
  - Facilities and Legislative Committee meetings in August, October, and November 2014, and February 2015.
- Support the production of testimony and/or comments regarding current issues:
  - Contributory negligence
  - Memorial circle
  - Bicycles on streetcars
  - DC OP Southwest plan
  - Union to Georgetown Streetcar EA
- Blog posts to inform members of the public regarding information presented at BAC meetings
- Research and administrative support on various issues

Also provided as an attachment: DCBAC Spending Report 8-1-2014 to 1-31-2015.pdf

4. Please describe the Council's activities in FY 2014, highlighting what the Council considers its three biggest accomplishments in FY 2014.

In addition to the six Council meetings described in #3, the BAC held 12 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, which were sent to the Council and DDOT. The BAC legislative committee provided input on topics including the proposed Comparative Negligence bill. 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 FY14: (accomplishments also discussed in #7)

- Providing input to MoveDC, the release MoveDC plan and the 2-year implementation plan
- Partnering with the Pedestrian Advisory Council to promote better communication between bicyclists and pedestrians.

- Working with DDOT to identify critical bicycle infrastructure projects to be completed as part of it's transportation improvement program
- Improving organization and communication with the public through support services expenditures described above
- Brought side underrun guard requirement to attention of Transportation Committee Chair, who then pushed for DPW to meet the requirement in a timely fashion.

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

In 2014 there were 829 traffic crashes involving people riding bicycles. 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 2014 one bicyclist died in a traffic crash (by comparison, 2011: 2, 2012:0, 2013:2). The increase in crashes should be understood in the context of increasing bicycling generally in the District, but still represents a troubling trend.

The District has made progress in some areas regarding bicycle safety such as assigning traffic captains and traffic enforcement duties in each police district, targeted use of automated enforcement and installing protected bike lanes on a few select locations. 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.

6. Please describe the Council's major goals for FY 2015 and the plan/timeline for completion.

FY15 goals:

1. MoveDC Implementation. Provide advice to DDOT, the Council, and the Mayor regarding rigorous implementation of MoveDC plan.
2. 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
3. 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
4. Safety. Work with stakeholders such as the DC Pedestrian Advisory Council on government policies to encourage safer interaction between bicyclists and pedestrians.

7. Last year, the Council provided three goals for FY 2014. Did the Council achieve each of these goals?
- “Facilities. Four bicycle study tours will be conducted. All four quadrants of the city will be included. Recommendations for improving conditions will be made to DDOT.”

The Facilities Committee rode 4 rides in 2014 and collectively included all 4 quadrants in DC. Specifically:

April 19, 2014 we rode Florida Ave, 6th St., West Virginia Ave, and Benning Rd in the NE quadrant for input into DDOT's Florida Ave/West Virginia/6th Street study. We provided DDOT with the ride notes as input to their plan.

June 23, 2014 we rode several streets in NW and SW DC to provide input to DDOT's plans for north/south transit in those corridors between 4th and 9th Streets. We provided DDOT with ride notes as input.

August 28, 2014 we rode South Capitol Street and Martin Luther King Ave in SE DC searching for alternatives for cyclists to travel between the S. Capitol Street bridge to far southeastern parts of the city including access to the Wilson Bridge. We provided DDOT with ride notes and another strong recommendation to build the South Capitol Street Trail.

October 25, 2014 we rode on the Oxon Run Trail to provide DDOT with cyclist input to use in their redesign of the Oxon Run Trail. We worked from their 30% design plan and offered input to incorporate into the design in later stages.

- “Planning. Continue to participate in the Sustainable DC initiative and DDOT's multimodal planning effort, MoveDC.”

The BAC provided input to Sustainable DC and MoveDC through participation in public meetings and comments on draft plans. The BAC has pursued implementation of these plans through interactions with agency staff at BAC meetings.

- “Safety, Education, Enforcement. Outreach to the D.C. Taxicab Commission and valet parking companies to institute bicycle awareness and safety training, a goal that was set in FY13 that we've yet to accomplish. Continue to collaborate with MPD on officer training.”

The BAC has not made progress on meeting with the taxicab commission of valet companies to institute bicycle awareness and safety training. Dealing with bicyclist/taxicab/valet safety issues is still an important topic in DC, but the BAC does not currently have capability to address this problem.

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

Challenges:

1. Government representatives only represent their units. E.g., they are not necessarily able to speak for or get answers from other parts of the agency besides the organization in which they work.
2. Large number of potential projects and issues to engage with, but limited volunteer time/capacity.
3. No clear mandate on the particular situations in which BAC advice should be sought out or given weight. For example, members of the Council do not contact the BAC when legislation relating to cycling is being considered or drafted -- normally the BAC finds out about such legislation from the media after the fact.

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

- What has the Council learned from this feedback in FY 2014?
- How has the Council changed its practices as a result of such feedback?

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.

10. Please provide a copy of all official correspondence sent by the Council in FY 2014 and FY 2015 to date.

Attachments:

DCBAC Facilities Study Ride Letters

DCBAC Comments Letters

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

Largely, Capital Bikeshare is doing a great job of delivering great service and becoming integrated as part of the DC public transit system. If anything, it is important to make sure that they are able to continue to meet the high standards they have set, given the change in ownership of Alta Bikeshare and the uncertainty around availability of docks and bikes. CaBi needs to continue to work on how to deal with system congestion and making sure the system serves all DC residents.

12. Last year, the Council mentioned improvements in the enforcement of laws relating to bicyclists in the District. What aspects of this process have continued to improve, and what elements still have room for further improvement?

The DCBAC does not currently have information on recent improvements in enforcement of laws related to bicyclists in DC.

The most important progress and place where there is room for improvement is changing the current contributory negligence standard. Under current law, a person riding a bicycle who is seriously injured is unable to collect any damages if they are found to be even 1% at fault.

13. Last year, the Council recommended the following areas as priorities for improvement in the District in FY 2014. Please provide an update on the status of these matters. What actions, if any, has the District taken on these matters, and what action has the Council taken in FY 2014 and FY 2015, to date?

- Bicycle Parking
- Regional Connectivity
- Slow Trail Construction
- Eastern Connections
- DDOT Internal Coordination
- Criteria for Bicycle Accommodation

Bicycle parking - DC still lags in installing even adequate bicycle parking, and even worse when private business try to get bicycle parking installed in public space at their own expense. The time and persistence required to accomplish the goal of installing a bicycle rack is astounding. Not only does DDOT need to increase significantly their installation of bicycle parking, they also need to streamline the process for businesses to get racks installed in public space at their own expense. DDOT has recently submitted a Request for Proposals to institute a parking program but progress is slow.

Regional Connectivity - DDOT did install the M-Street cycle track and made progress on the Anacostia Riverwalk trail, so there was some connectivity they've accomplished. However, when one looks at a map of installed facilities, other than the central business district, one sees the bicycle facilities in DC are very disjoint, and in some places, the small interruptions in the facilities are places that pose significant challenges for cyclists. Also, there is a dearth of facilities east of the Anacostia River, and the connections between the east and west sides of the city are very poor. The BAC met with the Arlington Bicycle Advisory Council, and they highlighted the need for DC to improve maintenance of bridge sidepaths for commuting cyclists.

Slow Trail Construction - Construction of trails is still slow. While DDOT has stated that the portion of the Metropolitan Branch Trail north of Bates Road NE and the Rock Creek Trail are under a design / build contract, plans for the South Capitol Street, Suitland Parkway, and the Oxon Run have yet to be implemented. While some of the challenges are beyond DDOT's control (NPS jurisdiction and funding), DDOT also appears to have

a stovepipe structure in which engineers and designers appear not to communicate. Case in point- The S. Cap Trail which was designed approximately a decade ago. A few years ago, DDOT built light rail on the S. Cap Trail right-of-way, in spite of voiced concern from the BAC Facilities Committee about the right-of-way.

Eastern Connections - See "Regional Connectivity" above

DDOT internal coordination - See "Slow Trail Construction" above.

Criteria for Bicycle Accommodation – No information on this topic.

14. Please identify the Council's top recommendations for the District's priorities related to bicycling in FY 2015.

DCBAC top recommendations for District priorities in

- Robust implementation of the MoveDC plan
- Maintenance of current infrastructure
- Increased funding for infrastructure improvements and trails
- Dedicate more funding to the installation of bike parking
- 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
- Offer all DC employees bicycle commuter benefits similar to the transit benefits

15. Please provide information on the trails, paths, and lanes that have seen improvement over FY 2014. Please also provide a list of trails, paths, and lanes that the Council believes the District should make it a priority to improve in FY 2015.

Recent improvements to trails, paths and lanes include:

- Metropolitan Branch Trail - opening of the pedestrian bridge to Rhode Island
- M st cycletrack
- 15th St cycletrack repaved
- 1st NE/M St NE cycletrack
- G and I St NE contraflow lanes
- 6th St NE
- 4th St NW/SW
- Zebras/curbs on Pennsylvania NW lanes

Current status report from DDOT:

- 56 miles of Trails
- 69 miles of Bike Lanes
- 6 miles of Cycletracks
- 2,600 Bike Racks installed since 2001
- 2,000 Capital Bikeshare Bikes
- 202 Capital Bikeshare Stations
- 85 miles of Signed Bike Routes