

2020 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.

D.C. Bicycle Advisory Council Membership and Meeting Attendance				
Member	Representing	Appointed By	Term Expiration	FY 2019 Attendance Record
Anica Allen ⁱ	At-Large Grosso	Grosso	10/29/2022	NA
Gregg Adams ⁱⁱ	At-Large Bonds	Bonds	2/9/2020	100%
Jeff Johnson	At-Large Silverman	Silverman	7/14/2021	83%
Randall Myers	At-Large White	White	1/24/2020	50%
Anders Pedersen ⁱⁱⁱ	At-Large Mendelson	Mendelson	3/1/2022	75%
Emily Oaksford	Ward 1	Nadeau	2/26/2022	67%
David Alexander	Ward 2	Evans	6/28/2021	83%
Warren Gorlicki ^v	Ward 3	Cheh	1/24/2020	100%
Rachel Maisler	Ward 4	Todd	11/14/2020	100%
Tom Bridge	Ward 5	McDuffie	3/19/2022	83%

David Cranor	Ward 6	Allen	3/23/2021	83%
Max Richman ^v	Ward 7	Gray	10/29/2022	NA
Jay Stewart	Ward 8	White	5/10/2020	83%
Mike Goodno	DDOT			83%
Terry Thorne	MPD			100%
Kristin Calkins	OP			83%
Vacant	DCPS			
Vacant	DPR			

- i. Did not serve in FY19. Appointed in Oct. 2019.
- ii. Appointed May 2019
- iii. Appointed March 2019
- iv. Appointed Sept. 2019
- v. Did not serve in FY19. Appointed in Oct. 2019.

2. Please provide a list of the Council’s meeting dates, times, and locations for FY 2019 and FY 2020 to date.

BAC meetings are held from 6 to 8 p.m. on the first Wednesday of odd-numbered months at 441 4th St NW. Meetings took place on the following dates:

- 11/7/18
- 1/9/19
- 3/6/19
- 5/1/19
- 7/10/19
- 9/4/19
- 10/28/19 (Special joint meeting with PAC and DDOT Director Marootian)
- 11/6/19
- 1/8/20

During the even months, the BAC’s three committees met as follows in various libraries or field sites.

Legislative Committee

- 2/26/19
- 4/8/19
- 6/4/19
- 8/7/19
- 10/02/19
- 12/11/19

Facilities Committee

- 10/18/18
- 12/17/18
- 2/27/19
- 4/27/19
- 6/11/19
- 8/6/19
- 10/29/19
- 12/09/19

Safety, Education and Enforcement Committee

- 10/4/18
- 12/13/18
- 4/9/19
- 6/13/19
- 8/19/19
- 10/2/19
- 12/3/19

3. Did the Council receive funds in FY 2019? 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.**

BAC received \$10,000 in support in FY2019. It was the BAC’s only source of funding. It was all used for administration, primarily for outreach in many forms, such as maintaining our website, publicizing our meetings, and supporting and preparing for BAC full committee meetings and meetings of our three standing committees. We have a single part-time administrative assistant who conducts day-in-day-out administrative duties and most of the DC funding goes to her work.

However in 2019, the DC BAC members also organized and conducted a regional summit with the Arlington and Alexandria BACs. This joint meeting was a learning experience and very helpful for us and may lay the groundwork for similar joint meetings in the future. Bicycling is a regional activity and District efforts to interface with other parts of the

Dmetropolitan area is very important. We also learn from what other bicyclists' organization are doing. We should work together as much as possible.

On this issue, DC BAC members feel we are missing opportunities to better engage with other BAC-like groups in the U.S. We are all trying for the same goal—safer streets and more bicycling. There are several national and regional conferences - many of which are held locally - where DC BAC members could learn from their counterparts in other areas of the country, or even counterparts on similar issues. Because this is an entirely volunteer body, conference fees can hinder the ability of some members to attend. When members take part in these conferences and bring back best practices, it's at their own expense.

To that end, the BAC is requesting an additional \$5,000: \$2,500 to be able to cover the conference fees for BAC members who attend conferences and \$2,500 to plan another regional summit of Bicycle Advisory Councils.

4. Please describe the Council's activities in FY 2019, highlighting what the Council considers its three biggest accomplishments in FY 2019.

The Council met bi-monthly during the “odd” months while each of its three standing committees met bi-monthly in the “even” months. These meetings were attended by members of the public as well as representatives from various DC government agencies, including some without official seats on the BAC. Each committee honed in on issues in their specific area (Facilities, Legislative, and Safety Education & Enforcement), bringing a prescription for next steps to the full BAC to review. This process led to a more engaged, vocal Advisory Council. In 2019, the BAC was able to publish seven official comments on legislation, DDOT plans and other projects affecting bicycling in the District. Additionally, multiple members testified in person and in writing at a number of DC Council hearings.

Overall, the BAC's three biggest accomplishments are:

- a. *Increased engagement:* In 2019, more BAC members attended more meetings than in 2018. Additionally, members of the public routinely attended BAC meetings and contributed to the discussion. DC Government agencies were always at the table as well, including DDOT, MPD, OP, DFHV, DPW, among others. Outside of the BAC's set meetings, members were in their communities exploring creative ways to advise their neighbors on bicycling. On their own time, one member organized infrastructure rides to explore the good, the needs-improvement and the non-existent. Other members took extra time to engage with their councilmembers and constituents, from one-on-one sessions to community meetings. The BAC also hosted a joint meeting with the Pedestrian Advisory Council with DDOT Director Jeff Marootian that focused on issues that affect both populations. This increased engagement also meant the BAC was able to officially comment more topics than years prior.
- b. *Inaugural Regional BACs Summit.* In June 2019, the DC, Arlington and Alexandria Bicycle Advisory Councils co-hosted the first-ever Regional BACs Summit. More than 70 people from around the DC area convened with the goal of identifying cross-jurisdictional actions that will make biking safer and more enjoyable in the region, as well as to learn from each other. Sessions focused on trails and wayfinding, connected networks, and a safe streets toolkit. Given the success and attendees' positive feedback from the inaugural summit, we are discussing holding another summit in the future.

- c. *Active, effective committees.* Each of the BAC's three standing committees met on a bi-monthly basis and after each meeting, brought recommendations to the full BAC for discussion and next steps. The Legislative Committee testified on the Bicycle Safety Omnibus bill and all other bills discussed at the same hearing, participated in Councilmember Cheh's working group on Vision Zero, submitted comments on Proper Behavior in Bike lanes rule-making, and met with Councilmember Allen to discuss the Vision Zero Omnibus bill. The Facilities Committee provided comments and helped inform a livability study for Ward 4 (Rock Creek East Livability study), explored bike infrastructure in Ward 8 and rode along the Alabama Ave bike lane prior to its removal, investigated new intersections in Capitol Hill that have benefited from DDOT's traffic and speed control implementations, explored safe routes for cross-town connectivity across New York Avenue and North Capitol Street. (M Street NW/NE bike lane and cycletrack extensions could prove very beneficial here), and spoke with DDOT Curbside Management Division to discuss how improving TNC operations within DC could promote safer bicycling. The Safety Education and Enforcement Committee worked closely with the Department of For Hire Vehicles to improve enforcement of for-hire vehicles unsafe driving practices, talked to DCPS about safe routes to school, and jointly met with the Legislative Committee to draft the BAC's comments on the Vision Zero Omnibus Bill.

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

In 2019, two bicyclists were killed in the District. More sustained major and minor injuries at the hands of drivers, but those statistics are not as readily available as the number of fatalities.

Generally, BAC members felt no more safe bicycling in the District in 2019 than they did in 2018 because there have not been any significant improvements to infrastructure. That said, some areas of the city feel safer for bicycling than others. For example, most bicyclists feel safe while riding on the 15th St NW or Pennsylvania Ave protected bike lanes, while the same can't be said for bicycling in areas of the city where protected infrastructure does not exist.

6. Please describe the Council's major goals for FY 2020 and the plan/timeline for completion.

- a. *Data.* The BAC needs current, reliable and readily available data on major and minor injuries sustained by bicyclists as well as where the injuries were sustained to make informed recommendations to the DC Council and agencies it advises.
- b. *Automated Traffic Enforcement (ATE).* The biggest threat to bicyclist safety in the District of Columbia remains drivers. The BAC believes that increased speed and red light enforcement will make DC roads safer for all road users, including bicyclists.
 - i. Add additional cameras. (Explanation: the District appears to have artificially capped the number of automated cameras. In fact, there are now only 120 fixed sites for automated cameras, a lower number than 20 years ago. The goal should be to double the number of cameras in

- 2020 (240 fixed locations), with a further doubling in 2021 (480 fixed locations).
- ii. Reduce or eliminate 10mph buffer. (Explanation: the current 10 mph buffer is too high, as no speeding ticket is issued until the driver exceeds 10 mph over the speed limit. A 2-3 mph or 10 percent buffer is more reasonable.)
 - iii. DDOT should manage the ATE program. (Explanation: DDOT, as the lead agency for traffic enforcement and which has the lead for Vision Zero, is the appropriate administrator of the camera program. The MPD has other priorities that tend to diminish the effectiveness of the program. In fact, there have been numerous documented instances where cameras have not even been in service for many months due to the failure of the MPD to replace the batteries.)
 - iv. Add points to drivers' records for automated traffic camera moving violations. (Explanation: The District fines drivers, but does not add points to their driving record. California and certain other states do add points to a driver's records.)
 - v. Reciprocity with neighboring jurisdictions. (Explanation: While the District cooperates with MD and VA and will not renew a driver's license or registration until the DC driver has paid their fines accrued in other states that have been reported to DMV, anecdotal evidence indicates that MD and VA are not enforcing citations issued in the District to drivers in their states.)
- c. *Implementation of the freight element of the MoveDC Plan and improvements to curbside management.*

7. Last year, the Council provided three goals for FY 2019. Did the Council achieve each of these goals? If not, why not? They are listed below:

1) *Greater interaction with MPD on bike safety and traffic control.*

Representatives from MPD attended 33 percent more meetings in 2019 than they did in 2018. At meetings, BAC members and MPD engaged in conversations about how to improve enforcement to make bike lanes safer. Additionally, one member when on a "ride along" with an MPD traffic officer. The BAC and MPD currently have an open dialog on bike safety in DC.

2) *Improve DDOT's ability to maintain/repair/improve the condition of DC streets, such as removing potholes, promptly filling utility cuts and re-painting current bike lanes.* Members of the BAC testified to this point at Council hearings in 2019, and continued to keep DDOT abreast of when issues arose. Timeline improvements are proposed in the Vision Zero Omnibus bill which has yet to be passed by Council.

3) *More funding and resources for DPW to boot/tow/impound vehicles with excessive unpaid tickets.* The mayor included additional FTEs in DPW's

FY2020 budget to enforce parking in bike lanes. Additionally, a bill was introduced to add DPW to the BAC.

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

The three biggest challenges the BAC faces are:

- 1) *Lack of injury data and crash reports.* It is difficult for the BAC to properly advise the Council and Mayor on safety issues regarding cycling in the District when there are no formal injury data sets, only those that rise to the level of fatalities. The BAC would benefit substantially from the wisdom of this data, gathered under the auspices of the DC Department of Health, with the cooperation of DCFEMS and the hospitals in DC. BAC would want to gather data concerning injuries between different modal users (pedestrians/cars, pedestrians/bikes, bikes/scooters, bikes/cars, etc) based on location, severity of injury,
- 2) *Slow implementation of safe, comfortable infrastructure.* It is difficult and frustrating to watch as safety infrastructure is planned for, and budgeted for, and then left entirely unimplemented by District government agencies. A perfect example of this would be the 6th/9th Street Bicycle Lanes, which were funded and planned for, but have yet to be implemented. The BAC is confused as to why and how something that was budgeted and planned for could remain unimplemented. It would seem to be a misrepresentation of the council's priorities by the executive, and a failure to abide by the will of the people.
- 3) *Non-adjustment of priorities.* The biggest challenge is the last. Though the city talks in a detailed way about implementing Vision Zero, the city has been unable to re-prioritize how roads are managed to reduce the violent deaths that occur on them, most often at the hands of automobile drivers. As DC has effectively grown the number of pedestrian, cyclist and scooter road users, it has not prioritized their safety in such a way to experience further substantial growth to these modes of transit, despite policy indication that doing so would be good for the city as a whole.

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

- **What did the Council learn from this feedback in FY 2019?**
- **How has the Council changed its practices as a result of such feedback?**

While the BAC's mission is not to solicit feedback from residents, we have improved our outreach to the community dramatically. Our meetings regularly include community members. We have much better publicity and input from community members.

The Council responds to messages from the public, posts public information online, and encourages the public to participate actively in BAC meetings.

10. Please provide a copy of all official correspondence sent by the Council in FY 2019 and FY 2020 to date.

The [Documents](#) page of the BAC website contains the following testimony, resolutions, and correspondence:

- [Comment - Proper Behavior in Bike Lanes Rulemaking](#) (03/07/19)
- [Comment - Bicycle Advisory Council Expansion Amendment Act of 2019](#) (05/01/19)
- [Comment - Arboretum Bridge and Trail Project](#) (05/31/19)
- [Testimony - Vulnerable User Collision Recovery Amendment Act of 2019](#) (06/24/19)
- [Testimony - Vision Zero Omnibus Bill](#) (11/07/19)
- [Comment - K Street NW Transitway Bike Lane Alignment](#) (11/07/19)
- [Comment - Electric Mobility Devices Amendment Act of 2019](#) (11/18/19)
- [Comment - Eastern Downtown Cycletrack Project Completion Emergency Declaration Resolution](#) (01/08/20)

11. Does the Council believe helmets should be required by law for dockless scooter and shared bicycles?

No.

12. Does the Council believe dockless scooters should be permitted on the sidewalk?

Yes, where bikes are allowed on the sidewalks.

13. Does the Council believe dockless scooters should be permitted in bike lanes?

Yes.

14. Does the Council have an opinion on dockless scooter speed limits?

Scooter speed limits are already regulated in DC Code. Per [Title 18 Chapter 1200.11](#), “No person shall travel above the maximum speed of 10 miles per hour while operating a personal mobility device. Any person traveling faster than the maximum speed of 10 miles per hour may be required to pay a fine.”

15. Please identify the Council’s top recommendations for the District’s priorities related to bicycling in FY 2020.

- Pass the Vision Zero Omnibus Bill
- Pass a bill to gather reports of bicyclist, scooter and pedestrian injuries under the auspices of the DC Department of Health, with the cooperation of DCFEMS and hospitals in DC.

- Fund the construction of more protected bicycle lanes and encourage DDOT to build what has already been budgeted.

16. Please provide information on the trails, paths, and lanes that have seen improvement over FY 2019. Please also provide a list of trails, paths, and lanes that the Council believes the District should prioritize for improvement in FY 2020.

- *Priorities.*

- Crosstown Cycletrack (Irving Street)
- 6th and 9th St protected lanes for north-south
- K Street protected lanes for east-west
- Connecticut Avenue corridor, which could lead into a new 20th Street bike lane.
- Completion of the Metropolitan Branch Trail.
- Suitland Parkway Trail

- *Improvements.*

- P St SW Cycletrack
- Woodley Place Contraflow Lane
- Florida Avenue NE Cycletrack
- K St NE bike lane