

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 2017 Attendance Record
Michael Forster	At-Large	Mendelson	8/21/2018	100%
Aaron Holmes	At-Large Bonds	Bonds	2/9/2020	50%
Sade Adeeyo ⁱ	At-Large Grosso	Grosso	8/19/2019	NA
Randall Myers	At-Large White	White	1/24/2020	50%
Jeff Johnson	At-Large Silverman	Silverman	7/14/2018	100%
Emily Oaksford	Ward 1	Nadeau	7/24/2018	66%
David Alexander	Ward 2	Evans	7/26/2019	100%
Susan Balding	Ward 3	Cheh	1/24/2020	100%
Rachel Maisler ⁱⁱ	Ward 4	Todd	11/14/2020	NA
Tom Bridge	Ward 5	McDuffie	3/28/2019	66%
David Cranor	Ward 6	Allen	3/30/2018	83%
Casey Studhalter	Ward 7	Alexander	9/27/2019	50%
Jay Stewart	Ward 8	White	5/10/2020	83%
Mike Goodno	DDOT	NA	NA	100%
Terry Thorne	MPD	NA	NA	50%
Dan Emerine	OP	NA	NA	33%
Vacant	DCPS	NA	NA	0%
Vacant	DPR	NA	NA	0%

- i. Appointed at end of FY ’17. Served and attended one FY ’17 meeting.
- ii. Did not serve in FY ’17. Appointed November ’17.

2. Please provide a list of the Council’s meeting dates, times, and locations for FY 2017 and FY 2018 to date.

3/1/17– 6-8pm at 441 4th St NW
5/3/17 - 6-8pm at 441 4th St NW
7/12/17 – 6-8pm at 441 4th St NW
9/6/17– 6-8pm at 441 4th St NW
11/1/17 – 6-8pm at 441 4th St NW
1/10/18 – 6-8pm at 441 4th St NW

3. Did the Council receive funds in FY 2017? 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.

In fiscal year 2017, BAC received \$9,011 from funds offered by the District to administer the council. As we are a volunteer organization, the funds were used primarily for administrative support functions. We have hired an administrative assistant and the funds were used to maintain our website, conduct social media outreach to publicize our activities and meetings, answer press inquiries, help prepare BAC member testimony and comments, and prepare and circulate a monthly report on council activities. We have greatly improved our outreach efforts and visibility.

4. Please describe the Council's activities in FY 2017, highlighting what the Council considers its three biggest accomplishments in FY 2017.

The Council held bi-monthly committee and Council meetings – including one with DDOT Director Jeff Marootian - and hosted several rides to gather information and discuss issues. This enabled members to provide informed advice and comments to District agencies, as well as federal agencies when relevant to District cycling.

The council's three biggest accomplishments were submitting amendments to the Comprehensive plans, submitting comments to other DC plans and participation in the Major Crash Task Force.

In 2017, the BAC submitted comments on DDOT projects, DC legislation and NPS projects including the rebuilding of the Pennsylvania Avenue corridor from 17th Street to 23rd Street NW, the dockless bicycling pilot and the Long Bridge Replacement study.

The BAC participated in the amendment process for the Office of Planning's Comprehensive Plan revisions, submitting for consideration 14 amendments on cycling.

The BAC was active within the Major Crash Task Force, helping to identify causes and solutions to major crashes

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

It's difficult for us to give a statistical sense about bicycle safety in Washington, DC because DDOT has not published its annual report on Traffic Crashes since December 2017. But in 2015,

crashes involving cyclists were down significantly from 2014 as both a total number and as a percentage of cyclists. In 2017, there were 2 cyclist fatalities in DC, which is one more than usual. Nationally, crashes and fatalities were up again.

The Vision Zero initiative as well as this Committee have identify the most dangerous intersections in the District, however changes to these areas have been relatively slow. Young families have asked for bike routes to be safe enough to allow them to ride with their children. Currently, this is a serious challenge for many.

It does appear that the addition of bike facilities and increases in cycling have made the District safer for cyclists. But the primary risks to cyclists remain fundamentally unchanged – excessive driver speed, lack of separated facilities, road maintenance failures, alcohol impairment, distracted driving and user error. Of these, distracted driving is the only one that appears to be getting worse, perhaps at an alarming rate, causing traffic deaths nationally to rise after many years of decline.

6. Please describe the Council's major goals for FY 2018 and the plan/timeline for completion.
 - Encourage DDOT and the Mayor's office to comply with the Bicycle and Pedestrian Safety Act, and Vision Zero Act mandated reporting
 - Submit to the D.C. Council ideas for bicycle legislation
 - Complete four Facility Committee rides or meetings chosen based on initiatives defined by DDOT and the Office of Planning; and to provide input to relevant DDOT and federal agency projects.
7. Last year, the Council provided four goals for FY 2017. Did the Council achieve each of these goals? If not, why not? They are listed below for your convenience.

BAC goal: Fully participate in the Comprehensive Plan Amendment process for the DC Comprehensive Plan, providing input on matters relevant to bicycling in the District.

Yes. Extensive comments were submitted.

BAC goal: Monitor and provide input on legislative issues related to bicycling as they arise. Prepare legislation to share with council.

The BAC discussed and publicly commented on the Transportation Benefits Equity Amendment Act, but did not submit a list of legislative recommendations due to personnel issues on the legislation committee

BAC goal: Engage with the Metropolitan Police Department to encourage robust safety-focused traffic enforcement and training of officers.

MPD sent a representative to most meetings and the BAC did encourage enforcement and training.

8. What are the 3 biggest challenges that the Council currently faces?
 - We do not have good avenues of communication with the Mayor's office and Council staff. It is often unclear who we should communicate with, and we frequently fail to get any response. In addition, relevant legislation is often drafted without seeking our input or even notifying the BAC beforehand. We can only advise on that which we know about.
 - While we have an MPD liaison to the BAC who attends meetings, he often does not have access to the data we want, and does not seem to be able to get it easily.
 - Keeping members engaged, when their advice seems to have so little impact, is difficult. We have had trouble getting a quorum at meetings as a result.
9. How does the Council represent and solicit feedback from residents?
 - What has the Council learned from this feedback in FY 2017?
 - 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. All meetings include a public comment period and the public is permitted to comment on other agenda items. We interact with the public, publishing minutes and relevant news in blog posts and on social media. Meeting minutes are publicly available on the website and listserv. We attend various public meetings, identifying ourselves when possible, participate in studies. 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.

From the feedback we've received we've learned that more people want safe, contiguous bike infrastructure. This includes creating permanent protected bike lanes along major transportation corridors like the Metropolitan Branch Trail and adding secure bike parking on our streets in residential and commercial buildings. Additionally, they are concerned about the removal of bike lanes during building and street construction without adequate accommodation.

10. Please provide a copy of all official correspondence sent by the Council in FY 2017 and FY 2018 to date.
11. Does the Council have any suggestions for how to further develop the Capital Bikeshare program?

DDOT should look at adding Capital Bikeshare stations along the Prince George's County boundary so as to compensate for the lack of a program there and to enable more travelers in DC to use it. DDOT needs to continue to work with federal agencies to add stations on the Capital grounds, National Parks and other federal lands.

12. Does the Council have any suggestion for how to further develop the dockless bikeshare pilot program?

We support the pilot and the continued use of dockless bikeshare. The pilot seems to be going well with many people using the bikes. We believe DDOT is learning a lot. We are preparing our own thoughts about how to transition the pilot to a permanent program. In addition, the use of electric bicycles, or e-bikes, in both the dockless system and by users in general necessitates the council to review the current laws as they apply to e-bikes. As we read it, the current carve out that protects cyclists from the contributory negligence rule does not apply to people on an e-bike; and the limitations on where e-bikes can be ridden (not on trails or sidewalks) makes it difficult for e-bike users to legally and safely cross the Potomac and Anacostia Rivers.

13. Last year, the Council recommended the following areas as priorities for improvement in the District in FY 2017. 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 2017 and FY 2018, to date.

- Update the Comprehensive plan to place a greater emphasis on separated and protected bicycle infrastructure, bike-sharing and inter-modal transportation.
- Consider tougher legislation for distracted driving.
- Offer all DC employees the federal bicycle commuter benefit
- Pass stop as yield legislation
- Follow through on the Vision Zero Action Plan.
- Report Bicycle Theft statistics

Of these goals, only the update to the Comprehensive Plan got any attention from the District. The amendment process for that is ongoing.

The federal bicycle commuter benefit was terminated by Congress in December, so that is no longer a goal, but the Transportation Benefits Equity Amendment Act would create an even larger benefit and for many more employees. The BAC has enthusiastically supported it.

We have requested bicycle theft data from MPD, but have not received any.

14. Please identify the Council's top recommendations for the District's priorities related to bicycling in FY 2018.

- Consider tougher legislation for distracted driving.
- Pass stop as yield legislation, similar to Delaware's
- Follow through on the reporting mandated in the Vision Zero Action Plan and in the 2015 Bicycle and Pedestrian Safety Act
- Report bicycle theft statistics

15. Please provide information on the trails, paths, and lanes that have seen improvement over FY 2017. Please also provide a list of trails, paths, and lanes that the Council believes the District should prioritize for improvement in FY 2018.

There have been several facility improvements over the last year. The Rock Creek Park Trail has seen extensive work done by the National Park Service creating a smoother, wider path and some new path segments. The Oxon Run Trails were completely rebuilt and expanded. A new protected bikeway was built along Maine Avenue as part of the Wharf project.

The District should prioritize progress on the eastern downtown protected bike lanes, the Pennsylvania Avenue NW protected bike lanes, the Metropolitan Branch Trail north segments, the South Capitol Street Trail, Maryland Avenue Protected Lanes, C Street NE protected bike lanes, East/West connectivity through NoMa and the Glen Echo Trolley Trail.