

**FY13 Performance Oversight Questions & Answers
Bicycle Advisory Council**

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

Please see attachment

2. Please provide a list of the Council's meeting dates, times, and locations for FY13 and FY14 to date.

All FY13 DC BAC meetings were held at 441 4th Street NW, 11th Floor Conference Center, from 6pm-8pm on the following dates:

November 7, 2012
January 2, 2013
March 25, 2013
May 1, 2013
July 10, 2013
September 3, 2013
November 6, 2013
January 8, 2014

3. Did the Council receive funds in FY 2013?

\$10,000 was included in the FY13 budget for the BAC. Despite the BAC's best efforts, it was not possible to access those funds in FY13. It seems that an understanding has now been reached between the Office of the Chief Financial Officer, DDOT and the BAC treasurer on how those funds can be accessed. The BAC is in the process of developing a request for qualifications to procure professional services for webmaster services and research assistance. We anticipate executing a contract within 90 days.

4. Please describe the Council's activities in FY 2013.

In addition to the accomplishments listed in response to Question 5 and the outreach described in response to Question 9, the BAC held six committee of the whole meetings and nine committee meetings, including bicycle study tours, in FY13. All meetings are open to the public. The substance of those meetings is captured in the meeting minutes provided in the attachment.

5. Please describe the Council's three biggest accomplishments in FY 2012.

Legislatively, the BAC has been more aggressive at reaching out to council staff on proposed legislation, and have had staff at several meetings this year to discuss business before the

council. Still, it would help to be brought in when legislation was being drafted, rather than after it has been proposed.

BAC members participated in numerous public meetings and DDOT work sessions on transportation infrastructure projects. We've participated meetings on the replacement of the Long and South Capitol Bridges, the M Street NW cycle track, NCPC meetings on potential changes to the NPS agreement managing Pennsylvania Avenue NW. We've also been actively involved with the moveDC planning process.

In FY 13 the Bicycle Advisory Council had a complete roster of appointees from the Council of the District of Columbia, something that has never been accomplished since the BAC was created. This is a shared accomplishment between our elected Council members for making appointments to the BAC a priority and to the BAC for pursuing its mission in manner that engages residents who want to make DC a better cycling city.

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

In FY 13 there were 2 bicycle fatalities and in the previous year there were zero. Bicycling fatalities in the city do vary from year to year. Zero bicycle fatalities should remain our goal.

7. Please describe the Council's goals in FY 2013 and the plan/timeline for completion.

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.

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

Safety, Education, Enforcement. Outreach to the DC 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.

Legislation. Continue to provide guidance to Council on the formulation of laws to make DC a more bikeable city.

8. What challenges does the Council face?

The BAC often learns of opportunities to comment on many transportation projects concurrently with public announcements. This sometimes prevents the BAC from having an opportunity to comment on smaller projects for which no public process is designated. This contrasts the ANC system, where for various issues applicants must specifically contact ANCs to discuss proposals, allowing substantive participation early in the process.

The BAC looks forward to working with the Committee on Transportation and the Environment to review the DDOT bicycle progress report card that was requested at the Committee's December 2013 bicycle roundtable. We hope this can be the start of a process to have more transparency and accountability for bicycling improvements in the city.

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

The BAC continues to be proactive in communicating with the public both in person in our open committee and general meetings as well as on the Internet with our blog, Facebook and twitter. As of February 13, BAC has 1,123 followers on twitter.

The feedback that is obtained from the public informs the BAC's advisory role to the DC government, the purpose of the BAC. A good example of this has been the moveDC planning process. The BAC reviewed the over 100 bicycle-related comments that were provided to DDOT by the public as well as the planning documents to provide its guidance to DDOT.

10. Please provide a copy of all official correspondence sent by the Council in FY13 and FY14 to date.

Please see attachment.

11. Last year, the Council provided three goals for FY13. Did the Council achieve each of these goals?

Yes, with the exception of the goal to institute bicycle awareness and safety training within the Taxicab Commission and valet parking industry. This goal has been restated for FY14.

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

More Capital Bikeshare stations was the number one desire of participants in the first public meeting of moveDC held one year ago this month. With Montgomery County's installation of CABI stations on our shared borders, the impetus for DDOT to expand on our side of the border should not be overlooked. Increased demand on existing stations means clustered stations in high demand areas need to be put in place.

Finding innovative ways to expand the utilization of the system should be also be a priority. As WMATA reinvents SmarTrip card, having this new form of regional transit embedded in the new fare media might make it more accessible to the public. Finding incentives for developers to include the siting and financing of CABI stations in their plans could accelerate the provision of this amenity in emerging activity centers in the city. Making the connection between preventive health care and active transportation might yield an opportunity to cover individuals' CABI membership costs.

13. 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 BAC and representatives from the Metropolitan Police Department (MPD) reviewed the ongoing implementation of the Police Complaints Board (PCB) recommendations of September 2011 and the findings included in the most current report. The training for officers that was developed with input from the BAC in 2012, continues to be conducted as part of the regular rotation of officer training as well as integrated into the police academy training.

It seems that the deficiencies in bicycle-motor vehicle crash reporting documented by the PCB may be difficult to overcome with the current level of effort at MPD in reviewing reports. As the PCB found, most of the reports do reflect the bicyclist's perspective but the ones that do not will continue to go undetected unless standard operating procedures are revised.

The largest MPD accomplishment of the past year to improve all traffic safety has been rolling out new automated enforcement cameras, especially new types of cameras such as crosswalk and blocking the box cameras, which will dramatically increase MPDs ability to respond to unsafe behavior on roadways. In addition, DDOT has released a comprehensive study showing the safety nexus for each camera location, making it easier for the public to understand the motivation behind the choice of location. The BAC commends MPD and DDOT for continuing to implement this program effectively and make strides in explaining the safety nexus to the public.

14. Please provide information on the trails, lanes and cycle tracks that have seen improvement over FY2013, in addition to those that, in the view of the Council, should be a priority in improving throughout FY14.

Bicycle parking in public space cannot keep up with demand. Innovation in providing bicycle parking in public space is sorely needed in most of areas of the city, but particularly outside of the central business district. The current approach is not working well or at all in some areas. Enforcement of the Bicycle Commuter and Parking Expansion Amendment Act of 2010 would allow bicyclists to park at their home and work. While the law is in effect, it has not been implemented.

Regional connectivity for bicycle facilities seems to be at the bottom of the priority list. Improvements to the Theodore Roosevelt Bridge, Suitland Parkway Trail and Prince George's County Connector require cooperation with neighboring jurisdictions, but this is not a reason to put them on the back burner. The Mayor and Council need to take a more active role in these projects as well as those that require negotiations with NPS, the Architect of the Capitol, and other local, state, federal and regional governmental agencies.

The glacial pace of trail construction for the Metropolitan Branch Trail, Anacostia River Trail, and the South Capitol Trail should be added to the list of items needing significant

improvements by DDOT. Now it seems there may be an issue of encroaching by other projects on the right of way needed for the South Capitol Trail. The BAC facility bike rides over the past several years found most of the areas still severely wanting.

There is no plan for maintaining DC's bicycling infrastructure as far as the BAC can determine. Specifically, certain trails and bike lanes are poorly swept, creating conditions that contribute to punctured tires and loss of bicycle control. Moreover, it is sometimes unclear which District agency or federal agency is responsible for clearing or repairing a particular section of infrastructure.

Bicycle connections to the eastern sections of the District remain poor. While the replacement of the 11th Street Bridge alleviates part of the problem, the connections along Benning Road, the Sousa Bridge, the Whitney Young Bridge and the South Capitol Street Bridge are unsatisfactory.

DDOT internal coordination has been inconsistent. While the pedestrian and bicycle programs are supportive, their input often seems to be disregarded in other Administrations within DDOT. Bicyclists and non-cyclists are frustrated when they see projects being constructed that don't adhere to the plans that were developed through the public participation process for planning. In almost every DDOT bike project, better intra-agency communication and collaboration would greatly help with the quality and timeliness of bicycle project implementation.

As the District moves further into the planning, design and construction of a 22-mile streetcar system, **we need to develop criteria for how bicycles are going to be accommodated** in the selected corridors. Currently, decisions about bicycling accommodations seem to be made on an ad hoc basis. Options might include wide divided sidewalks that can safely separate bicyclists from pedestrians, the addition of cycle track or bike lanes, bike boulevards on adjacent streets, among other things.

15. Last year, the BAC stated that education efforts may alleviate conflicts between drivers and bicyclists. What, if any, education efforts did the Council undertake in FY2013?

In its role of advising the city on bicycling, the BAC encouraged MPD to continue its training of officers as to the correct interpretation of the motor vehicle code as it pertains to cycling. This year we plan to accomplish outreach to the Taxi Cab Commission and valet parking industry to advise them about bicycle awareness training.