

2021 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.

Name	Representing	Appointed By	Term Expires	Attendance (FY20)
Emily Oaksford (Facilities Committee Chair)	Ward 1	Nadeau	2/26/2022	85.71%
David Alexander	Ward 2	Evans	6/28/2021	85.71%
Warren Gorlick (Pro Tem)	Ward 3	Cheh	1/22/2023	100.00%
Rachel Maisler (Chair)	Ward 4	Todd	11/19/2021	100.00%
Parraize Butler ^[1]	Ward 5	McDuffie	3/19/2022	14.29%
David Cranor (Legislative Committee Chair)	Ward 6	Allen	3/23/2021	100.00%
Max Richman	Ward 7	Gray	10/29/2022	85.71%
Jay Stewart	Ward 8	White	5/10/2020 ^[2]	42.86%
Anders Pedersen	At-Large	Mendelson	3/1/2022	57.14%
Anica Allen	At-Large	Grosso	10/29/2022	100.00%
Gregg Adams (SEE Committee Chair)	At-Large	Bonds	7/12/2020	100.00%
Jeff Johnson (Secretary/Treasurer)	At-Large	Silverman	7/14/2021	85.71%
Randall Myers	At-Large	White	5/14/2023	85.71%
	DDOT	N/A	N/A	100.00%
	MPD	N/A	N/A	85.71%
	OP	N/A	N/A	71.43%
	DCPS	<i>Vacant</i>	N/A	N/A
	DPR	<i>Vacant</i>	N/A	N/A
	DPW	NA	N/A	14.29%

^[1] Sworn in on October 13, 2020.

^[2] Terms for expiring members were extended through the end of the pandemic emergency, per Mayor's Order.

2. Please provide a list of the Council’s meeting dates, times, and locations for FY 2020 and FY 2021, to date. The Committee understands that meetings may have been delayed or virtual due to the Public Health Emergency.

FY 2020	
11/6/2019	441 4 th Street NW
1/8/2020	441 4 th Street NW
3/4/2020	441 4 th Street NW
4/1/2020 (Special Meeting)	Virtual Meeting (Zoom)
5/6/2020	Virtual Meeting (Zoom)
7/8/2020	Virtual Meeting (Zoom)
9/2/2020	Virtual Meeting (Zoom)
FY 2021	
11/4/2020	Virtual Meeting (Zoom)
1/13/2021	Virtual Meeting (Zoom)
3/3/2021	Virtual Meeting (Zoom)
5/5/2021	Virtual Meeting (Zoom)

Facilities Committee	Legislative Committee	Safety, Education, and Enforcement (SEE)
10/29/2019	10/02/2019	10/02/2019
12/09/2019	12/11/2019	12/03/2019
02/10/2020	02/04/2020	04/15/2020
04/20/2020	04/21/2020	06/17/2020
06/22/2020	08/17/2020	08/03/2020
08/18/2020	10/06/2020	10/15/2020
10/20/2020	12/01/2020	12/10/2020
12/15/2020		

We are proud to report that the BAC pivoted seamlessly from its in-person format to virtual meetings. Our last in-person meeting was in March 2020, just before the public health emergency was declared. As the full BAC only meets bi-monthly in odd months, we held a special virtual meeting in April 2020 to respond to the public health emergency. At that point, it was clear that more people were turning to bikes for essential trips. As a result of the special meeting, we [sent a letter to DDOT](#) with recommendations on how to better accommodate the increasing number of bicyclists on DC roads.

As for our committees, which meet in the even months, it was not a stretch for the Legislative and SEE committees to move to a virtual format. The Facilities Committee, however, usually hosts “rolling” meetings in warmer months. To adapt to our new normal, the chair devised bike routes of study areas for members and attendees to ride on their own, then convene on zoom to discuss. This format has proved to be incredibly successful.

3. Did the Council receive funds in FY 2020? 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.**

As in previous years, the BAC received \$10,000 in DC government support in FY2020. 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 nearly all the DC funding goes to this administrative assistant’s work.

Over the last few years, attendance at BAC’s meeting has grown and more attention is being paid by the public to our website. We received more requests for information and we have had a deeper role in collaborating with the DDOT, DPW, MPD and other District agencies as they propose improvements to our transportation system and as we urge greater safety and access measures. Since we are an entirely volunteer organization, the administrative assistant’s role is very important to support our work. In this new era of virtual online meetings, we have had even more contacts with the public and with public participation and that has been greatly aided by the administrative assistant.

Our virtual meetings are hosted on Zoom, which is provided to the BAC by DC Council.

4. Please describe the Council’s activities in FY 2020, highlighting what the Council considers its three biggest accomplishments in FY 2020.

The DC BAC had a huge year! We are proud to report that:

- We did not miss a beat when the public health emergency was declared, if anything, we added another beat! We held a special meeting in April 2020, provided recommendations to DDOT for an early response to the increase in biking brought on by the ongoing PHE. We continued to work with DDOT and [provided additional guidance](#) as our knowledge of COVID-19 and travel patterns evolved. Additionally, we testified before the [ReOpen DC Committee](#) and at the [Slow Street Roundtable](#). We adapted our meetings to a virtual format, and continued to engage with the public in this manner.

- With the passage of the Vision Zero Omnibus Bill, DPW was officially added to the BAC. DPW is responsible for parking and bike lane enforcement, as well as bike lane maintenance. We believe that having DPW officially on the BAC will lead to a better biking experience in the District. As an early result, we have developed a system for flagging bike lanes needing to be cleaned for the agency. We have also [advised on the need for a more efficient maintenance process](#). We are excited to continue to build this relationship.
- We were able to coordinate with the Age Friendly DC Task Force and AARP to explore what we can be doing to encourage more older adults to bike in our city. We will continue down this multi-use path in FY 2021.
- In years past, our committees did not have an established schedule. As such, attendance was spotty. We had more normal dates for each committee in FY 2020 (ex: 2nd Tuesday of even months), and for FY 2021, each committee has designated dates for their meetings. While this may seem relatively minor, regularly scheduled committee meetings have led to greater attendance and outcomes.

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

Last year was a year like none other when it came to bicycling in the District of Columbia. We had some really big wins in terms of the completion of some long planned protected bike lanes like the Crosstown Cycletrack, G Street NW and 4th Street SW. However, for every “win,” we were reminded of the District’s lackluster response to the public health emergency. In the early days, roads were nearly free of vehicular traffic and many people discovered or rediscovered bicycling.

The National Park Service was quick to shut down Beach Drive, Anacostia Drive and Fort Dupont Circle to drivers, allowing residents to walk or roll through these areas while maintaining safe social distance. Cities around the country and the world were quick to set up networks of Safe Streets or Slow Streets, limiting vehicular traffic to allow for people to exercise and move around safely outside. DC did not implement such a program until August, 5 months after the public health emergency began.

As the emergency dragged on, the demand for bicycles boomed. Every bike shop in DC struggled to keep up with the demand. Many shops sold out of entry to mid-level bikes by June and weren’t able to restock until December. In her personal capacity the BAC chair launched a program to match essential workers in need of transportation with bikes people were no longer using. This program matched more than 150 bikes. This newfound demand for bicycles was deemed the “Bike Boom” by media outlets.

By the time Slow Streets were installed, drivers had returned to the roads and showed little to no respect for the program. (Note: The BAC plans to testify in depth about this at the Transportation Roundtable on March 23, 2021). While the demand for safe spaces to bike were greater than ever in FY 2020, DC did not keep up with the demand.

One of the more unfortunate changes to cycling in the District this year have been the security closure around the White House and the Capitol. The White House already has a large and disruptive security perimeter and the seemingly permanent closure of Pennsylvania Avenue and Madison Place have only made it worse. Far more disruptive is the multi-block fortressing of the area around the Capitol Buildings. The size of the perimeter and the way it connects to I-695, creates a 1.2 mile long barrier for anyone trying to go east-west or north-south across the Capitol campus.

6. Please describe the Council's major goals for FY 2021 and the plan/timeline for completion.

1. Continue to work with DDOT and other stakeholders to implement a protected and connected bicycle network. As people return to work in-person and we discover our “new normal,” we have a unique opportunity to create better, safer options for people to get to their jobs by bike and recreate good habits. This includes:
 - a. Better east-west connections that aren't Downtown
 - b. Safe routes to amenities including grocery stores, libraries, rec centers and senior centers
 - c. Completing the Metropolitan Branch Trail
 - d. Building the Eastern Downtown Protected Bike Lane
2. Make bicycling more accessible for our youngest and oldest residents as well as residents with disabilities
 - a. Work with DPR and DCPS to expand Cornerstone, the 2nd grade bike program
 - b. Continue conversations with Age-Friendly DC and AARP about outreach to older adults about bicycling
 - c. Launch the [Adaptive Bikeshare Library](#), a program that would make a variety of adaptive bikes/trikes available for residents to use.
3. Maintain and protect our existing bike lane network. This calls for an examination by DDOT, DPW and BAC of how our current bike lanes—protected and not—are operating in the District.

7. Last year, the Council provided three goals for FY 2020. Did the Council achieve each of these goals? If not, why not? The Committee understands some goals may be delayed due to the Public Health Emergency. The goals from FY 2020 are listed below:

1. *Additional and better data.* While the Vision Zero bill was passed and included an examination that could lead to better crash data, it appears that is yet to happen, looking at the Vision Zero website. We want to stress that for bicyclists, reliance on police data will not lead to a thorough discussion of safety in the District. The BAC has pointed out to DDOT and the DC Council, better options exist.

2. *Additional and better managed automated traffic enforcement (ATE).* At our July meeting, the BAC discussed how ATE can be used to better improve safety for bicyclists and other road users in the District. As a result, we released a [statement](#) on ATE in September urging DDOT and MPD to focus on creating and enforcing conditions that lead to a safe environment to protect the most vulnerable road users. We did not receive a response after this statement was released.
3. *Implementation of the freight element of MoveDC and improvements to curbside management.* In December 2019, the Facilities Committee held a meeting with DDOT's curbside management team. Improving pick-up and drop-off activities could no doubt promote safer bicycling, as long as implementation of PUDO Zones are done collaboratively with the bike professionals at DDOT or the bicycling community. The Facilities Committee will stay in contact with the Curbside Management group at DDOT. The BAC would like to have the Curbside Management group present to the BAC at large once additional data and findings on the newer PUDO Zones are recorded. During recent hearings to update DC's MoveDC plan, individual BAC members suggested consideration of limits on freight truck size and frequency in certain DC areas to limit trucks blocking of protected bike lanes. DDOT, however, responded that unrestricted freight travel was critical to economic life and trumped bike safety.

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

- *Accountability and oversight of DDOT projects:* while some projects are moved to the fast lane (ex: Crosstown Cycletrack), others drag on for years (ex: MBT) or requires DC Council intervention for completion (ex: Florida Ave NE Cycletrack, Eastern Downtown Protected Bike Lane, Maryland Ave NE). A lengthy delay in an approved project slows down progress on important pedestrian and bicycle safety projects and is demoralizing, and discouraging to those in the community who have volunteered and worked for these projects for decades.
- *Maintenance and enforcement in our existing network of bike lanes:* While DC has made great strides in expanding the bike network over the years, lack of maintenance and enforcement plagues bicyclists on nearly every ride. We also have watched our bike lanes disappear. Whether from age, utility cuts, repaving, or failure to re-stripe, our bike lanes seem to vanish before bicyclists' eyes. Reports of this to 311 have been met with mixed results. Also bike lanes, painted and protected, are frequently blocked by vehicles. This has gotten particularly bad during the public health emergency as parking enforcement is down. Blocked bike lanes are a major safety risk to bicyclists who need to navigate into oncoming traffic to avoid parked vehicles. Finally debris, leaves and snow regularly find their way into protected bike lanes. Through a cumbersome process (alert BAC chair of obstruction, BAC chair alerts DPW chief administrative officer, DPW sends a crew with brooms and snow shovels, DPW CAO reports back to BAC chair), DPW responds promptly to bike lane maintenance requests. For debris and leaf clearing, workers use brooms and snow shovels to maintain the lanes. Without the proper equipment, this process is labor and time intensive. In November, the BAC sent a [letter](#) to officials

advising DPW receive the funding to purchase the proper equipment to be able to regularly sweep bike lanes, similar to street sweeping.

- Lack of commitment from elected and appointed officials on bicycling issues: For example, the Downtown Eastern Cycletrack had been planned for years. Numerous meetings about the project had taken place over the years. DC Council was set to pass emergency legislation in March 2020, when it was decided more community engagement was needed on the project. The fact of the matter is building a safe, protected bicycle network should not require emergency intervention from the DC Council. The BAC does not know if this is a problem within DDOT or within the Bowser administration, but the effect is to stall key safety projects and to appear that DDOT does not recognize that bicycle safety improvements will require hard decisions. As pointed out by several councilmembers over the years, DDOT will have to take a firm stance on controversial issues to move ahead.

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

- **What did the Council learn from this feedback in FY 2020?**
- **How has the Council changed its practices as a result of such feedback?**

While the BAC's mission does not include soliciting 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. And thanks to the public health emergency, meeting virtually has made our meetings more accessible than ever! We regularly have more than 20 people attending our virtual meetings.

The Council responds to messages from the public, posts public information online, and encourages the public to participate actively in BAC meetings. Our members regularly participate in public meetings --- from DDOT's public forums to ANCs --- where issues relating to bicycling are being addressed.

10. Please provide a copy of all official correspondence sent by the Council in FY 2020 and FY 2021 to date.

In FY 2020 and FY2021, the BAC sent 13 letters to District agencies and DC Council. Our members also testified at 4 hearings/roundtables.

- [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 - Vulnerable User Collision Recovery Amendment Act of 2020 \(11/23/20\)](#)
- [Comment - Eastern Downtown Cycletrack Project Completion Emergency Declaration Resolution \(01/08/20\)](#)
- [Testimony - Dept. of Health Oversight Hearing \(02/20/20\)](#)
- [Comment - COVID-19 Response \(04/07/20\)](#)
- [Testimony - ReOpen DC Transportation and Infrastructure Committee \(05/07/20\)](#)

- Comment - COVID-19 Response Additional Bike Lanes (05/12/20)
- Comment - K Street NW/NE Protected Bike Lane Project (07/09/20)
- Comment - 17th, 20th, 21st Street NW Projects (07/15/20)
- Comment - National Capital Trail Network (07/20/20)
- Comment - Automated Traffic Enforcement (09/03/20)
- Comment - Shared Fleet Devices Amendment Act of 2020 (10/20/20)
- Comment - Bike Lane Maintenance (11/06/20)
- Testimony - Slow Streets Roundtable (11/16/20)
- Comment - Improved Trail Signage (01/26/21)

11. Please identify the Council’s top recommendations for the District’s priorities related to bicycling in FY 2021.

- Fund the Vision Zero bill as soon as possible.
- Hold DDOT accountable and monitor the agency to ensure they deliver - especially following through with plans to build bike lanes/trails like Metropolitan Branch Trail (MBT) and Eastern Downtown Protected Bike Lane.
- Trails need wayfinding and signage (We recently sent [this letter](#) to DDOT & DPR on the subject)
- A **protected and connected** bike network, including safe routes to schools and amenities like parks, libraries, rec and senior centers, and grocery stores.
- Automated Traffic Enforcement (view our statement on that [here](#)).
- Expanding access to biking for all ages, from kids to older adults.

12. Please provide information on the trails, paths, and lanes that have seen improvement over FY 2020. Please also provide a list of trails, paths, and lanes that the Council believes the District should prioritize for improvement in FY 2021.

Before each BAC meeting, DDOT provides a Trails Report to members. The January 2021 report is included below. While the BAC would like to see prompt completion of the trails, paths and bike lanes on the list, we recommend prioritizing:

- Shepard Branch Trail in (SE)
- Eastern Downtown Protected Bike Lane in (NW)
- Completion of the Metropolitan Branch Trail (NE/NW)
- Palisades Trail (NW)

DDOT Trails Program
January 2021 Update

Title	Owner	Project Stage	Status / Next Steps	Ward	Responsible for Next Action	Anticipated Construction Timeline	Mileage
Met Branch Trail - Brookland - Fort Totten	DDOT/NPS /WMATA	Construction	Construction underway on Phase D (along the tracks). Project updates on www.metbranchtrail.forttotten.com . Complete construction expected in May 2021	5	DDOT	Completion expected May 2021	0.5
Rock Creek Trail Improvements (DDOT sections)	NPS	Construction	DDOT Portion: Project was re-advertised for construction in May 2020. Revised Bids were received in June. Winning Bid Has been awarded. Pre-construction public meeting is being planned for February. Possible groundbreaking in late February/early March.	1,2,3,4	DDOT	2021-2023	3.5
Malcolm X/ I-295 Shared Use Path	DDOT	Construction	Construction activity ongoing. Construction completion expected in 2022.	8	DDOT	2020-2022	1.2
Met Branch Trail - Fort Totten - Takoma	DDOT/NPS /WMATA	Final Design	Final design underway, expected to be complete March 2021. 65% complete. Virtual public meeting being planned for February 2021.	4	DDOT	2021-2022	1.9
South Capitol Street Trail	DDOT	Final Design	Currently coordinating ROW and property issues with JBAB, NPS, AOC. 95% Design submitted.	8	DDOT	TBD	3.8
Rock Creek Trail/Kennedy Center Access (TR Bridge Tunnel)	NPS/EFL/ DDOT	Final Design	Final Design Completed; Eastern Federal Lands advertised for construction in June 2020, expected to award contract in March 2021.	2	EFL	2021	0.6
Aspen St NW Trail	DDOT/Developer	Final Design	Final Design underway for shared use path on south side of Walter Reed Campus. Final design Spring 2021.	4	DDOT	2021	0.4
Arizona Avenue Pedestrian Bridge and Connecting Trail	DDOT	Final Design	Rehab of pedestrian bridge and addition of stone trail. Project on hold due to additional funding needed for final design and construction.	3	DDOT	TBD	0.5
Arboretum Bridge and Trail	NPS/DDOT	Preliminary Design	Preliminary design complete, 65% design expected winter 2020/2021. Awarded \$6million Federal Lands Access Program Grant for Construction	5,7	DDOT	2022	0.3
New York Avenue Trail	DDOT	Preliminary Design	Environmental compliance and ROW review in 2021. Construction phasing to be coordinated with VRE Midday Storage Yard, expected 2024- 2026	5,6	DDOT	2023	2.1
Met Branch Trail - Takoma Area	DDOT/WMATA	Preliminary Design	Preliminary design expected to begin Spring 2021 for Western Alignment from Blair Rd NW to Piney Branch Rd NW.	4	DDOT	2023	0.5

Suitland Parkway Trail Rehabilitation	DDOT	Planning	Design for trail rehabilitation and expansion.	8	DDOT	TBD	1.7
Arizona Avenue to Capital Crescent Trail Connection	DDOT/NPS /WMATA	Planning	Design for trail connection on NPS land	3	DDOT	TBD	0.25
Ft Lincoln - ART Connector Trail	DDOT	Planning	Coordinating with future improvements to New York Avenue/US-50 Bridge and connection to Maryland.	5	DDOT	TBD	0.5
Shepherd's Branch Trail Feasibility Study	DDOT/CSX	Planning	Feasibility for trail study released in Oct 2020. ON HOLD - DDOT is not able to advance this project at this time due to significant ROW issues	7,8	DDOT	TBD	3.1
A.R.T. - Arboretum to Maryland Avenue	USDA/NPS	Planning	Feasibility study for trail connection between Arboretum Bridge and M St/Maryland Avenue.	5	DDOT	TBD	0.8
ART to G St Connector Trail (NEW!)	DDOT/NPS /CSX	Planning	Develop alignment & communicate w/ ROW owners (CSX) to use existing space under bridge structure and over RR tracks to bring a trail under DC-295 between G St SE/Bayley PI SE to Anacostia Park and the ART	7	DDOT/NPS	TBD	0.25



DISTRICT OF COLUMBIA
BICYCLE ADVISORY COUNCIL

**Testimony of DC Bicycle Advisory Council for the
DC Council Committee on Transportation and Environment Public hearing on:
B23-242, the Bicycle Advisory Council Expansion Amendment Act of 2019; B23-
257, the Mandatory Protected Cycling Lane Amendment Act of 2019; B23-288, the
Vision Zero Enhancement Omnibus Amendment Act of 2019;
B23-292, the Curb Extensions Act of 2019;
B23-293, the Cyclist Safety Campaign Amendment Act of 2019 B23-412, the
Ignition Interlock Program Amendment Act of 2019; and B23-415, the Vision Zero
Distracted Driving Amendment Act of 2019
Submitted Thursday, November 7, 2019**

The DC Bicycle Advisory Council (BAC) applauds this Council for introducing seven bold bills since this spring aimed at helping the District accomplish the goal of zero traffic fatalities by 2024.

All of these laws are trying to fix 100 years of bad road design that prioritize vehicles over other road users. There are many proposals in the today's bills that the Bicycle Advisory Council supports, and even reflect some of our previous recommendations. However, there are also some gaps in these bills.

B23-242: BAC Expansion Amendment Act of 2019

In May, the BAC submitted a comment to Councilmember Todd supporting the addition of DPW to the BAC. We also recommended expanding the legislation to add a scooter rider to our Council. Between bike lane maintenance and parking enforcement, DPW plays an incredibly important role in bicyclist safety. DPW definitely needs to be at our table.

B23-257: Mandatory Protected Cycling Lane Amendment Act of 2019

The BAC's most frequent recommendation to Council and DDOT is that paint isn't protection and we need a connected and protected bicycle network in Washington, DC. This legislation would require DDOT to build protected bike lanes or cycletracks when they engage in road reconstruction, major repair, or curb or gutter replacement on that road segment. We urge Council to strengthen and pass this legislation.

B23-292: Curb Extensions Act of 2019

Universal design, like curb extensions that reduce crossing distances for pedestrians, makes our roads safer for all users. Curb extensions would also slow down drivers when they're making turns – which is when bicyclists are particularly vulnerable to conflict. Many members of the BAC, myself included, support this legislation.

B23-293: Cyclist Safety Campaign Amendment Act of 2019

Quizzing drivers about bicyclist safety on their initial driver's test is a great start, but in my opinion, this bill doesn't go far enough. Every time somebody transfers their driver's license from another state to DC, they should have to take a test. Every time somebody gets a moving violation in the District of Columbia, they should have to take a test.

B23-412: Ignition Interlock Program Amendment Act of 2019 We don't see any reason not to support this legislation.

B23-415: Vision Zero Distracted Driving Amendment Act of 2019

We don't see any reason not to support this legislation, however, recommend Council change "accident" to "crash" on all references.

B23-288: Vision Zero Enhancement Omnibus Amendment Act of 2019

Better street design makes our roads safer for everybody. The entirety of DC is urban, and there's no reason why lanes on Florida --- or any --- Avenue should be as wide as the lanes on the Florida Turnpike. Our policies and road designs should make it impossible for a driver to reach a speed of 68 or 78 miles per hour.

The Vision Zero Enhancement Omnibus Bill is a good start. There are many policies in this legislation that the BAC has discussed and agreed upon during my tenure, including:

- Quicker implementation of safety measures at high-risk intersections. Every summer, members of our group stand on street corners with DDOT reviewing why these intersections are so dangerous. For example, in June of 2017, I stood on the corner of 7th and K Streets NW for one of these meetings. DDOT, the Mt. Vernon BID and other attendees discussed many solutions to help make this intersection safer. As far as my naked eye can see, no changes have been made here since then.
- We support the pick-up/drop-off zone proposal but recommend said zones should not be directly adjacent to bike lanes as that would increase the risk for dooring.
- We support the Complete Streets Project delivery process.
- The enhancements to the Multi-modal Long Range Transportation plan, including the goal drastically reducing commuter trips in private vehicles.
- Lowering the speed limit throughout the District (but we need enforcement to support this change if passed)
- Banning right turns on red – If we had to pick one proposal on the table today, this would be it – second would be lowering speed limits.
- We support allowing DPW and other enforcement agencies to issue parking tickets based on photos. Far too often, I call 311 to report dangerously parked vehicles in bike lanes and cross walks, and far too often it takes DPW hours to respond.
- We support stronger efforts to get vehicles with unpaid citations off the road

– why 5? Lower it to three. The ride-hail driver that tried to run me over last night has two outstanding tickets from this past month alone. We need to get these cars off the road before their drivers kill somebody else.

Ultimately, we need Council to enact and fund these proposals so DDOT and other District agencies can start delivering policies, programs and infrastructure that will save lives. This is a *great* start. But we can and must do better! (Examples of how this legislation can be strengthened can be found below)

Vision Zero is very much painted as a transportation and enforcement campaign, but public health plays a huge role. We need to do a better job of quantifying the number of people injured in traffic crashes who do not file police reports. As you'll hear from fellow BAC member Jeff Johnson, we need the DC Department of Health to establish a trauma registry.

Residents of DC need you to strengthen, fund and implement the policies that will save lives. While I hope you finalize the provision to lower speed limits throughout the District, I hope that doesn't slow down the mark-up and final votes on these bills.

At the end of the day, we all know that to get to Vision Zero, we need to drastically reduce the number of drivers on the roads in DC. Fewer vehicles means fewer opportunities for conflicts with vehicles. We need more funding for wards and areas with the highest crash rates and history of underinvestment in bicycle infrastructure. While these bills all include valuable safety measures that will protect vulnerable road users, they fail at prioritizing public transportation. Affordable, reliable, efficient, equitable public transportation is what will get people out of their cars and DC to Vision Zero.

Thank you.

Additional Testimony from the Bicycle Advisory Council's Legislative Committee

The BAC Legislation committee discussed and prepared comments on each of the bills - except for the Ignition Interlock Program and Vision Zero Distracted Driving Acts as these were introduced too late for our committee to meet on them. The committee, with the support of the whole BAC, supports these bills, but has some comments about them.

Bicycle Advisory Council Expansion Amendment Act of 2019 BAC supports the restoration of the DPW to the BAC.

However, the BAC is concerned that there is no place for new mobility users such as scooter riders to have a voice. No councilmember would, or should, appoint such a user as their representative to the BAC or PAC. The council should create a venue for them to provide advice to the Mayor and Council on issues of importance to them,

just as they have with pedestrians and cyclists. An additional member, voting or non-voting, added to the BAC to represent those road users might be appropriate.

Mandatory Protected Cycling Lane Amendment Act of 2019

BAC supports this bill, but has some concerns and comments.

- Section b(1) calls for DDOT to send notice to ANCs and Ward council members before beginning construction. Notice should also be sent to the chair of the BAC.
- Section (c) defines situations in which, in contrast to the name of this bill, bike lanes are not mandatory. However, DDOT is given complete discretion to determine if any of those standards are met. For example, DDOT can forego including a bike lane when it is deemed, by DDOT, that it is “unduly expensive” but council gives no guidance as to what “unduly expensive” is, nor is there any review of their determinations. Such a system is easy to abuse. The BAC believes council should closely observe how DDOT uses this discretion and be prepared to constrain it should DDOT carelessly utilize it.

Curb Extensions Act of 2019

BAC supports this bill as is.

Cyclist Safety Campaign Amendment Act of 2019 BAC supports this bill as is.

Vision Zero Enhancement Omnibus Amendment Act of 2019

The BAC supports this bill, but notes that it should be viewed as a starting point as it is too timid to meet the goal of Vision Zero. The BAC would like to draw attention to places where broadening the bill would make sense:

- The Citizen Enforcement Pilot Program app is limited to bicycle lane violations, but the program is to include crosswalk and transit lane violations. The app should be expanded, at least eventually, to include these other violations. In addition the pilot should be expanded to other violations in the future.
- Section 10 authorizes the towing of any illegally parked car with 5 or more outstanding tickets for excessive speed (30mph over) and overtaking a

vehicle stopped for a pedestrian. This is a good idea, but should go farther. The limit should be lowered to 2 moving violation tickets or more, with outstanding fines of \$300 or more. Bad drivers are over-represented in fatal and serious crashes, and the District should do more to discourage them from driving badly in the District.

Beyond these steps, there is significantly more that the District could do to make driving safer, and more should be pursued in future legislation. In short, what DC needs is fewer and safer cars driven at slower speeds by sober, attentive drivers on safer streets. We think that laws pursuing the initiatives below would make that happen.

Impaired-driving plays a factor in at least 50%, and perhaps more, of all fatalities in the District, and yet with the exception of tweaking the interlock system, today's bills don't even mention the problem.

The NTSB recommends the vigorous use of ignition interlock for drunk driving offenders. Although the Bicycle and Pedestrian Safety Act mandated ignition interlock for all offenders, currently only sixteen people are enrolled in the program, even though, according to the District's most recent (FY17) Highway Safety Annual Report, the DC OAG requested interlock on 75 cases in FY17. It is unclear whether every driver who should be enrolled in the program actually is being enrolled. Council should do more to make sure this program is working properly.

NTSB also recommends that states require law enforcement agencies to collect place of last drink (POLD) data as part of any arrest or accident investigation involving an alcohol-impaired driver. Place of last drink (POLD) data have been used to focus training and enforcement actions on establishments that may be serving alcohol to underage or intoxicated patrons. Massachusetts data from 2008 indicated that using POLD data to guide compliance and enforcement actions led to a reduction in driving under the influence arrests associated with establishments that were targeted for intervention.

NTSB also recommend setting the limit for alcohol impairment at 0.05 (whereas now it is 0.08 in the District).

The National Academy of Sciences has an even longer set of recommendations. These include:

1. Raising alcohol taxes to discourage drinking to excess
2. Reduce alcohol availability, including restrictions on the number of on- and off-premises alcohol outlets, and the days and hours of alcohol sales.
3. Adopt and/or strengthen laws and dedicate enforcement resources to stop illegal alcohol sales (i.e., sales to already-intoxicated adults and sales to underage persons).
4. Enhancing public transportation options, especially during nighttime and weekend hours, (when what the region has been doing is rolling them back).
5. Implement a DWI court, guided by the evidence-based standards set by the National Center for DWI Courts, and all DWI courts should include available consultation or referral for evaluation by an addiction trained clinician.
6. Pass a “Social Host Law” that holds adults responsible for furnishing alcohol to those under 21 years old.

Impaired-driving is a difficult problem to tackle, much of caused by the public health issue of addiction. It will require a long-term, holistic effort. But the other part of the impaired-driving problem is driving. DC has already committed itself, through its Sustainable DC program to cut driving, and this too would reduce road deaths.

There are several steps that the District could take to reduce driving and enhance the expanded use of transit, walking, biking and other alternatives.

1. Dedicate more of DC’s lane miles to biking and bus transit.
2. Encourage the Park Service to close Beach Drive between 10am and 2pm as was proposed in the late 1990’s.
3. Enact a congestion charge - a study of which was included in the last budget
4. Raise the gasoline tax. DC currently has one of the cheapest gasoline taxes in the country. DC could double it, and still be cheaper than 5 states. Raising the gasoline tax would not only discourage driving, but it would also encourage fuel efficiency and provide revenue for transit.

Another major cause of traffic fatalities in DC is speeding, and we have a tool to tackle this problem in the form of Automated Speed Enforcement (ASE), but we don’t seem to want to use it. The NTSB has called ASE an effective countermeasure to reduce speeding-related crashes, fatalities, and injuries and has recommended that states remove operational and location restrictions on the use of automated speed

enforcement, except where such restrictions are necessary to align with best practices. But DC has placed limits that don't represent best practices.

1. DC have capped the number of cameras at 150 for non-operational reasons
2. Drivers are only ticketed when going more than 10mph over the limit, despite the fact that the technology is sufficient that a buffer is not needed DC doesn't apply points to drivers, even though there is no legal or technical barrier to that. Others state are able to do it.

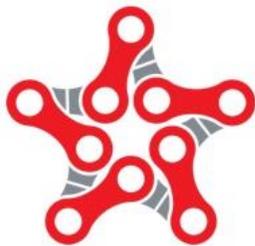
DC should get rid of both the cap and the 10mph buffer. Studies show that frequent, small punishments are more effective than large rare punishments, and enforcing the speed limit at the actual limit will slow down cars to a safer speed. DC could lower the fine to \$1 for ever mph over the speed limit and issue tickets for every violation. Smaller fines have the added benefit of addressing social equity issues.

In addition DC should issue points for ASE tickets. The purpose of the points system is to identify bad drivers and reform or remove them. Ignoring ASE violations is blinding the District to bad drivers for no good reason, and allowing them to continue to drive until they hurt someone. Again, with increased enforcement, points issued by cameras could be lowered.

Beyond that, there are still more steps council could take to make our roads safer.

- Provide a parking cash out for all workers in DC
- Increase the cost of a Residential Parking Permit
- License plate covers are already illegal, but widely used. They indicate an INTENT to violate traffic laws and drive dangerously. We should tow any car with them applied, and change DC law such that driving with a license plate cover demonstrates mens rea to drive dangerously.
- Close streets in bar districts on Friday and Saturday nights.
- Fund the escalated penalties for distracted driving – CM Allen's Distracted Driving Act of 2015 included escalating fines for repeat offenders. But this is not funded and so no one is having to pay them.
- Expand the all cell phone ban while driving to all drivers – New drivers and bus drivers are not allowed to use cell phones at all, meaning we've already agreed it's more dangerous to talk on the phone while driving than not to. DC should make it illegal to use cell phones, even hands-free, while driving. This would make DC the first place in the world to make such a common sense change.

- Mandatory BAC testing for drivers in fatal crashes – MPD can't/won't get Blood Alcohol Content (BAC) test results if there is no crime, and not all crashes involve one. As a result DC is underreporting the magnitude of drunk driving related fatalities. Allowing MPD to gather this data won't prevent deaths directly, but it will help give DC a better understanding of the problem
- Optional waivers to allow police to access data recorder in case of a fatal crash as part of license process – similar to mandatory BAC testing, MPD can't force people to give this up, but DC can ask drivers on the front end similar to organ donors.
- Pass an Idaho Stop bill - Studies show that the Idaho Stop increases safety. The Idaho Stop allows cyclists to treat stop lights as stop signs, and stop signs as yield signs. Currently Arkansas, Idaho, Oregon, Colorado and Delaware have some form of this law.
- Create a mandate for bike and bus lanes – Set annual metrics that must be met
- Let DDOT push safer streets in the face of federal efficiency requirements – one of the barriers on Florida Avenue was how the federal government would limit changes. We need a way to get past that barrier.
- Create a statutory cap in the number of lanes by road classification. – Also a lane number cap
- Set a statutory limit on on-street parking spaces – Require DDOT to remove parking, which should free up space for bike and bus lanes. Choose a total that makes sense, and annual goals to get there.
- Create an annual charge for a residential curb cut for a driveway and garages – and allow residents to request DC to remove them at no cost
- Increase registration fees for heavy cars, cars with a high top speed and/or the most deadly make of cars
- Mandate safer, High vision trucks – As New York City has done.



DISTRICT OF COLUMBIA
BICYCLE ADVISORY COUNCIL

**BAC Comment on K Street NW Transitway Bike Lane Alignment
11/7/19**

DDOT has requested the input of the D.C. Bicycle Advisory Council with regards to the alignment of the K Street NW Transitway bike lanes. The BAC understands this project is now in the design phase.

The BAC encourages DDOT to select the safest configuration that maximizes the protection of bicyclists. The BAC's preference is for the alignment that offers bicyclists the greatest safety.



DISTRICT OF COLUMBIA
BICYCLE ADVISORY COUNCIL

**Bicycle Advisory Council Comment on
B23-359, The Electric Mobility Devices Amendment Act of 2019
11/18/19**

The Bicycle Advisory Council supports the goals of the Electric Mobility Devices Amendment Act of 2019 – namely to increase safety and equity of the program and reduce the nuisance elements of it – but the BAC doesn't necessarily support all of the methods for achieving this goal. More importantly, the BAC has many times advised Council and DDOT to simplify the definitions of low-speed mobility devices by creating a few broad categories instead of many specific ones, and this bill moves in the wrong direction on that by creating still more sub-categories.

The bill creates three new definitions: "electric scooters," "battery-assisted bicycles" and "electric mobility devices." The BAC feels that the District should simplify the law by classifying vehicles based on power and top speed, and then regulating vehicles based on class. Our suggested categories are below:

Class 1 PMD – vehicles with a top speed of 15mph, and 2hp of power or less.
Examples: scooters and segways. These should be regulated the way the District currently regulates "PMDs."

Class 2 PMD – vehicles with a top speed 20mph, and 1hp or less. Example: e-bikes.
These should be regulated the way the District currently regulates "motorized bicycles."

Class 3 PMD – vehicles with a top speed 30mph, 3hp or less. Example: moped, higher speed e-bikes. These should be regulated the way the District currently regulates "motor-driven cycles."

The current bill not only complicates the groups but gets confused about what the laws are and how they change. Section 1201.9 is modified to allow e-bikes on sidewalks, but then 1201.18, which is not modified, says motorized bikes are not allowed on sidewalks. But since e-bikes are "motorized bikes" and this law doesn't change that, the two laws are in conflict.

Many of the limitations within this bill seem not only unnecessary, but counterproductive to the goals of safety, mobility and reduced driving. The 600-vehicle limit, the requirement that companies remove all scooters from the right-of-way overnight and the cap of 15,000 vehicles all limit the use of the vehicles for reasons that are unclear but which will definitely decrease mobility and the effective operation of these fleets. This is especially true in light of DDOT's proposed dockless vehicle regulations, which to the BAC seems like a better way to manage these issues. The BAC advises council not to implement these regulations.

Similarly, the BAC believes that if a dockless fleet operator is getting 2 trips per bike per day, they should be allowed to increase their fleet. The District doesn't limit Ubers or taxis or carsharing in the same way, and there is no good reason to limit operators of dockless fleets

like this either. The BAC feels that requiring demonstrated high use before expanding or forcing contraction when use is low is in direct contrast with the equity goals. If the goal is to get more vehicles in more parts of the city, this rule runs contrary to that. The District should let companies be the arbiter of when expansion or contraction makes sense.

The BAC feels that requiring operators to put 10% of their vehicles in each ward is not a way to make the system equitable. It will just end up with unused vehicles sitting in easy-to-access places. Instead, the BAC advises Council to set metrics that are more specific to the goal. For example, Council could set goals for users per ward or trips per ward and let the operators figure out how to meet them. Having a scooter sitting unused for months in Ward 8 doesn't achieve equity.

The bill disallows parking on federal land and the BAC advises it be removed. The rule as written would bar people from parking their own e-bike at a parking rack on NPS property or their own e-scooter at work at a federal facility. And even if written to apply only to shared vehicles, it still unnecessarily constrains users. If the Park Service or other federal entity wants to ban them on their property, they have their own rulemaking, lawmaking and law enforcement agencies to do that. There is no good reason for the Council to reduce mobility in this way and no public interest in doing so.

The BAC was heartened to hear that you have decided to remove the ban on e-scooters late at night, and agree with this decision.

The bill requires e-scooter users to use the bike lane when one is present. This is a bad policy for the same reason that mandating bikes use the bike lane is. The bill does not ban them from sidewalks, and one unintended consequence will be to push some users there when they might otherwise feel safe in the street. We cannot know that the bike lane is a better option for every scooter rider in every situation and we should not force users into a less safe situation.

This bill also misses some opportunities. The BAC thinks Council should expand the contributory negligence carve-out to include all users of street-legal vehicles for which insurance is not required, which would be all the classes identified above.

Furthermore, the BAC feels that e-bikes should be allowed on off-street bike paths, such as the Metropolitan Branch Trail. This is the policy being implemented in Montgomery County and by the National Park Service and is already the law in Virginia. Allowing e-bikes on these facilities will improve the utility of e-bikes and the mobility of users without reducing safety.

Thank you for looking into this issue and for considering our advice.

David Cranor
Chair, BAC Legislative Committee



DISTRICT OF COLUMBIA
BICYCLE ADVISORY COUNCIL

23 November 2020

Dear Councilmembers:

The members of the Bicycle Advisory Council applaud you on moving forward with the Vulnerable User Collision Recovery Amendment Act of 2020 and hope you will vote again on it in short order to make it a law. In our individual capacities, we support moving toward the comparative negligence standard for crashes involving those not traveling in motorized vehicles. This standard offers additional protection to the array of road users in DC from bicyclists to pedestrians, skateboarders to scooter riders, and anybody else traveling via a mode of transportation that does not require a drivers' license.

Sincerely,

Rachel Maisler, Chair/Ward 4 Representative
David Cranor, Ward 6 Representative
Emily Oaksford, Ward 1 Representative
David Alexander, Ward 2 Representative
Warren Gorlick, Ward 3 Representative
Parraize F. Butler, Ward 5 Representative
Max Richman, Ward 7 Representative
Jay Stewart, Ward 8 Representative
Jeff Johnson, At-Large Representative (Silverman)
Anders Pedersen, At-Large Representative (Mendelson)



DISTRICT OF COLUMBIA
BICYCLE ADVISORY COUNCIL

**BAC Comment on the Eastern Downtown Cycletrack Project Completion
Emergency Declaration Resolution
1/8/20**

The BAC supports the emergency legislation introduced by Councilmember Nadeau to build a cycletrack on 9th Street NW without further delay. The BAC is disappointed that the project has not progressed following release of the February 2017 DDOT feasibility study. Safe infrastructure is essential to protect the lives of bicyclists and pedestrians. The 9th Street cycletrack would fill a major gap as the only north-south protected bike lane between 15th Street NW and 1st Street NE. In the time this project has stagnated, drivers have struck at least 30 pedestrians and bicyclists on 9th Street NW since early 2017. This is unacceptable if D.C. is to meet its Vision Zero goal of no fatalities or serious injuries by 2024.

STATEMENT OF JEFF JOHNSON (Health Department Oversight Hearing Feb. 20, 2020)

I am a member and treasurer of the DC Bicycle Advisory Council. We are appointed by councilmembers to provide advice to DC government and council on transportation issues affecting bicyclists. I represent Elissa Silverman on the BAC.

Both the BAC and the Pedestrian Advisory Council urge the DC Department of Health to promptly issue and improve its annual Trauma Registry. The Registry is a statutory-required report on accidents treated by the four DC Trauma Centers. The DC Trauma Centers collect this information as injured people are admitted to the centers. DC Department of Health's most recent trauma report was for 2017 and that one was only released last October. Only one other, for 2016, has been issued.

This data is too little and too late. It could provide the basis of a powerful tool to begin to understand the impact of transportation-related injuries on DC residents and visitors. Currently, the District Department of Transportation relies primarily on crash data collected by the DC Metropolitan Police Department to determine the safety of DC's streets and determine what should be improved.

Anecdotal information and research by BAC and myself show Metropolitan Police Department accident and injury data for bicyclists and pedestrians is often inaccurate and is missing many pedestrian and bicyclists crashes. Since DDOT planners rely on this data, inaccuracy hobbles DC's ability to ensure safe streets for bicyclists, pedestrians, and others.

Like DC, San Francisco is implementing a Vision Zero transportation safety program and a study by its staff found that police-reported crashes missed more than 20 percent of pedestrian traumatic transportation-related injuries and nearly 40 percent of bicycle-related transportation injuries. The San Francisco study compared accident data collected by the city's trauma injury center to police accident data and investigations.

In DC there also is a huge variance in DDOT/MPD and DC Trauma Registry data. For instance, for 2017 the Registry reports more than 300 pedestrians were injured so severely that they reported to trauma centers, 250 of whom were specifically injured in crashes with motor vehicles. For comparison, DDOT/MPD finds 122 pedestrians injured in 2019, less than half the number reported by the DOH Registry.

Similarly, the Trauma Registry also finds some 240 cyclists were injured severely enough to report to DC trauma centers in 2017. For comparison, DDOT/MPD's Vision Zero report for 2019 shows a total of 62 bicyclists in all crashes, one quarter of the registry.

Unfortunately, we cannot directly compare yearly data since DOH has no 2019 data and MPD/DDOT has no public reports for 2017.

What the Bicycle and Pedestrian Advisory Councils urge is for DOH to improve its trauma data collection and its reports and to work with DDOT and MPD to coordinate its crash and trauma reporting. We also want them to bring the DC Fire and EMS Department into the picture. With this combined information, we would have an accurate understanding of where bicyclists and pedestrians are being injured and how the accident occurred, and it would also allow us to track trends.

Using San Francisco as a model, we urge the coupling of DOH, DDOT and MPD reports in a coordinated effort that would finally give us an accurate look at the state of transportation safety in the District and what is needed to improve it.



DISTRICT OF COLUMBIA
BICYCLE ADVISORY COUNCIL

April 7, 2020

Dear Mayor Bowser,

The length of the coronavirus-driven isolation is likely to be months. As such, the D.C. Bicycle Advisory Council (BAC)¹ is writing to recommend several actions that should be taken during this time. The upside of today's tragedy is an opportunity to explore new transportation approaches that will provide DC residents with exercise as well as a safe way to get across town while remaining a safe distance from others. We also note that several other cities are taking similar transportation actions, such as Denver,² Calgary,³ Cleveland,⁴ Philadelphia⁵ and the list grows daily. Locally, Montgomery County, Md.⁶ has taken action to close Sligo Creek Parkway to vehicles Fridays-Sundays from 9am-6pm.

The BAC urges the DC government to encourage bike-based transportation during this difficult time. We urge the city officials to take advantage of the low vehicle volume on streets to encourage biking, walking, running for health and transportation. We recommend:

- DDOT deploy temporary bike racks to grocery stores and hospitals
- DPW continue sweeping unprotected bike lanes of debris
- Consider adding temporary bicycle facilities on certain corridors that connect neighborhoods to essential services like COVID-19 testing sites, grocery stores, pharmacies and hospitals. For example:
 - Connecticut Avenue NW (Reversible lanes suspended)
 - East Capitol Street NE/SE (connections)
 - Southern Ave/Mississippi Ave near UMC and COVID-19 Testing Site
 - Irving St NE/NW near Washington Hospital/Children's Hospital
 - H Street NE
 - Benning Road NE
- Add temporary bike and pedestrian facilities around grocery stores and food sites
- Look at areas that already have infrastructure to be closed to vehicular traffic so bicyclists can use the areas for exercise while remaining physically distant from each other:
 - Suitland Parkway SE
 - Dalecarlia Parkway NW
 - Beach Drive NW

¹ <http://www.bikedcbike.org>

² <https://www.denvergov.org/content/dam/denvergov/Portals/771/documents/covid-19/DPR%20Road%20and%20Parking%20Closures%20-%2020200327.pdf>

³ <https://www.thestar.com/news/canada/2020/03/30/calgary-blocks-traffic-lanes-to-help-pathway-users-maintain-two-metre-separation-during-covid-19-outbreak.html>

⁴ <https://www.cleveland19.com/2020/04/01/cleveland-metroparks-shutting-down-roads-popular-outdoor-areas-improve-social-distancing/>

⁵ <https://bicyclecoalition.org/mlk-drive-closed-to-motor-vehicles-open-to-socially-distanced-people/>

⁶ <https://wtop.com/montgomery-county/2020/03/montgomery-co-closing-part-of-sligo-creek-pkwy-for-more-recreation-space-during-virus-shutdown/>

- Anacostia Park
- Ft. Dupont Drive SE

Key to our suggestions is the removal of motor vehicle traffic lanes where possible to allow bike riders and pedestrians greater access to needed commercial businesses, specifically grocery and pharmacies as well as hospitals and medical clinics. Some of these lanes are in corridors mentioned above which have been under consideration for traffic improvements by DDOT for years. This time of diminished traffic would be an excellent opportunity to pilot transportation improvements.

The BAC urges installation of minimally protected bike lanes that are separated from vehicular traffic and the deployment of temporary bike racks outside these key establishments. We believe blocking off a lane with traffic cones, as pictured below, would be minimally sufficient and not particularly labor intensive to set up as a temporary measure. We stress, however, this approach is minimal; a better but also minimal approach would be striping and installation of flexible but fixed cones.

For your background, we have prepared a map⁷ with overlays of grocery stores and food sites on a layer of D.C. bike lanes (see image below).

To reiterate, the temporary bike lanes would replace vehicular traffic lanes on streets with commercial or recreational importance that currently are critical to people traveling by bicycle or by foot but difficult to use safely. These streets have been major corridors for non-resident commuters and can now be used to provide easier access for those living in the District in need of safer and more direct transportation opportunities.

We appreciate the work you are doing during this unprecedented time and welcome the opportunity to discuss these recommendations with you or your staff.

Sincerely,
Rachel Maisler
Chair/Ward 4 Representative
D.C. Bicycle Advisory Council

Cc:
Chris Geldart, DPW Director
Jeff Marootian, DDOT Director
District of Columbia Councilmembers

⁷ <https://arcg.is/1q5CKb>



Photo: The testing area at the United Medical Center is using in-car and walk-in testing for the public. The picture is of 13th Place SE just off of Southern Ave SE. (Photo by BAC Member Gregg Adams (At-large – Bonds))

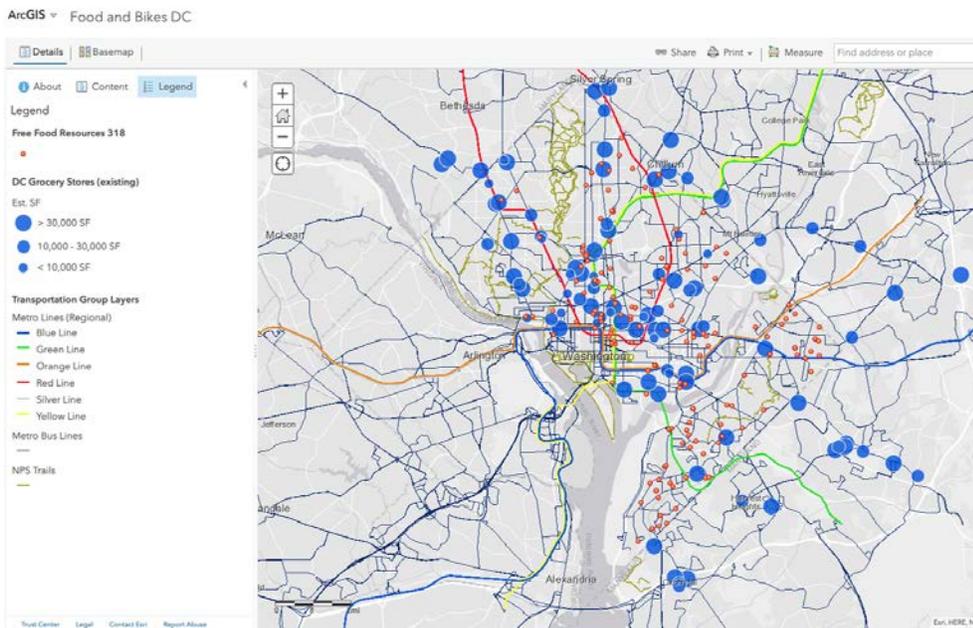


Image: Map of the District of Columbia's existing bike lane network with blue dots representing grocery stores and red dots representing food sites.

Building Back Better

DC Bicycle Advisory Council Recommendations for the
ReOpenDC Committee on Transportation & Infrastructure

Focus on human-powered transportation

- More people have been out on biking, scooting, skating and walking for transportation and exercise
- Need safer spaces to move around with fewer people dying, being severely injured or threatened by drivers on our roads
- Reduce dependency of single-occupancy vehicles
- Create more equitable transit infrastructure

Improve safety for all road users

- Lower speed limits
- Ban right turn on red
- Increase automated traffic enforcement (ATE)
 - Additional cameras
 - Reduce or eliminate 10 mph buffer
- DC Council: Please pass the Vision Zero Omnibus Bill ASAP!



Photo via PoPville

Small changes in speed have big impacts



DEATH DUE TO SPEED

U.S. DEPARTMENT OF TRANSPORTATION, LITERATURE REVIEWED ON VEHICLE TRAVEL SPEEDS AND PEDESTRIAN INJURIES, MARCH 2000.
[HTTP://WWW.NHTSA.GOV/ABOUT+NHTSA/TRAFFIC+TECHS/CURRENT/LITERATURE+REVIEWED+ON+VEHICLE+TRAVEL+SPEEDS+AND+PEDESTRIAN+INJURIES](http://www.nhtsa.gov/about/nhtsa/traffic+techs/current/literature+reviewed+on+vehicle+travel+speeds+and+pedestrian+injuries)

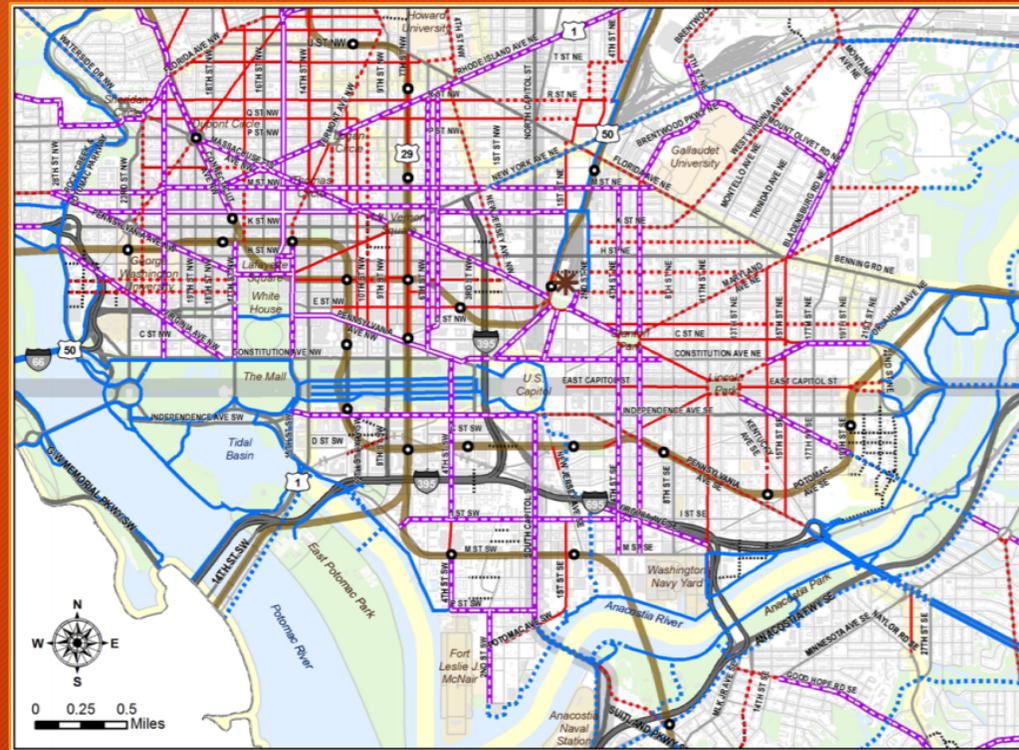
Improve accessibility to essential services



- Improve accessibility for bicyclists around hospitals and essential services
- Increase the number of Pick-up/Drop-off (PUDO) zones around grocery stores, pharmacies and restaurants
- Additional bike parking throughout the District

Reduce vehicle lanes to allow more space for bicyclists and pedestrians

- Install temporary or pop-up bike lanes on roads identified in MoveDC plan
- Focus on multi-modal streets (ex: Seattle's "[Stay Healthy Streets](#)," Oakland's "[Slow Streets](#)")
- Reducing lanes will organically lower speed limits



Expand Capital Bikeshare and Dockless Programs

- Add “floating” Capital Bikeshare stations near hospitals
- Continue shared mobility assistance for essential works (Bikeshare and private) through end of 2020
 - Add more e-assist bikes to fleets
 - More outreach to low-income residents and residents East of the River
 - Metrics based on usage, not just sign-up criteria

Increase headways on public transit



- People are still using public transit
- Run buses/trains more frequently to reduce crowding
- ~40% of households in DC do not own vehicles
- ~40% of workers in DC use public transit for their commute



Questions

Rachel Maisler, Chair

DC Bicycle Advisory Council

dcrachm1@gmail.com | dcbicyclecouncil@gmail.com

<http://www.bikedcbike.org>



DISTRICT OF COLUMBIA
BICYCLE ADVISORY COUNCIL

May 12, 2020

Dear Mayor Bowser,

This follows on the D.C. Bicycle Advisory Council (BAC) April 7, 2020 letter concerning recommended actions in light of the COVID-19 pandemic. As further discussed below, we, the undersigned members of the BAC, request the immediate removal of motor vehicle traffic lanes on major District transportation arteries that could be utilized during the pandemic by pedestrians and cyclists. In addition to the list of requested road closure below, a map of the requested road closures is also enclosed for your convenience.

Furthermore, the BAC urges the District to lower all speed limits by 5 mph for the duration of the Coronavirus outbreak. More people than ever are riding bikes and, given the fact that even a 5 mph reduction makes a big difference in accident survival rates, the speed decrease can make a meaningful difference in case of auto accident collisions with pedestrians and cyclists.

By way of background, the BAC appreciates the fact that the National Park Service and U.S. Park Police have already closed Beach Drive in Rock Creek Park and roads in Fort Dupont Park and Anacostia Park until May 15, but these federal closures do not address the need for enhanced pedestrian and cyclist access to the District's major transportation corridors. The closure of motor vehicle traffic lanes on key transportation arteries should be initiated in order to take advantage of low vehicular traffic on major arteries. In addition, the lane closures would enhance safety, as sidewalks and bike paths are crowded. By contrast, the major roads are devoid of traffic at this time, and could easily accommodate additional pedestrians and cyclists during the COVID-19 pandemic.

We therefore request that at least one lane be closed on each of the following transportation arteries:

- East Capitol Street NE/SE
- Michigan Ave between Franklin & Warder
- H Street NE
- Benning Road NE
- Suitland Parkway SE
- Connecticut Avenue NW
- 9th Street NW
- 14th Street NW south of Thomas Circle
- Massachusetts Avenue (NW/SE)
- Dalecarlia Parkway NW
- Rhode Island Ave NE/NW
- South Dakota NE
- Other temporary bike lanes as proposed in DDOT's 20 by 2022 plan

As the Washington post noted in an [April 15 news article](#), the District has been “slow” in comparison to other cities such as New York, Denver, and Oakland to close streets in response to residents’ frustration with having to endanger their health by walking or cycling on busy sidewalks and bike lanes. In order to practice appropriate social distancing protocols, more space is needed, and with less vehicular traffic, the Districts good road system can be utilized during the pandemic to enhance access for pedestrians and cyclists.

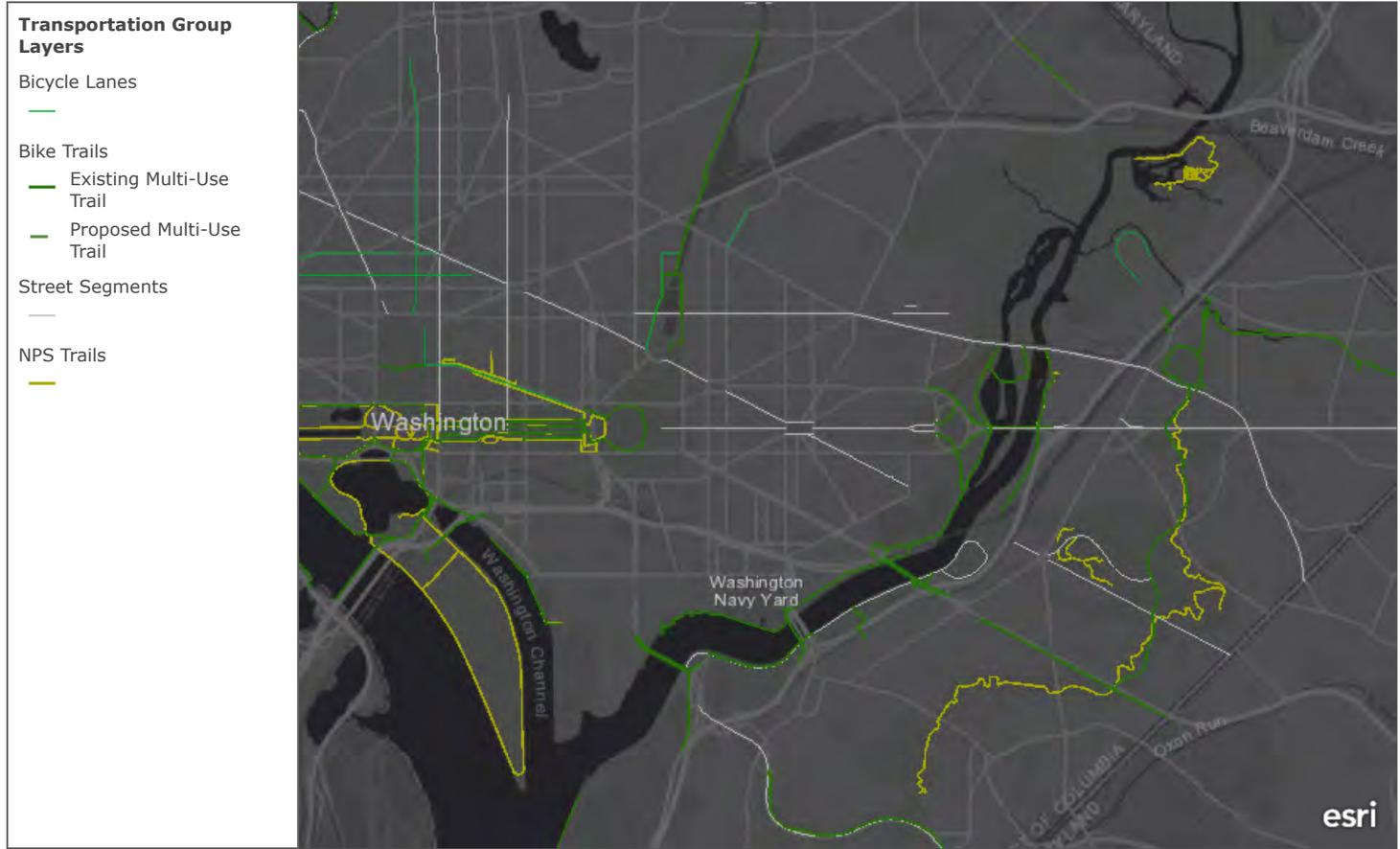
We appreciate the work you are doing during this unprecedented time and welcome the opportunity to discuss these recommendations with you or your staff.

Sincerely,
Rachel Maisler
Chair/Ward 4 Representative
D.C. Bicycle Advisory Council

Enclosures: Map of requested District road closures

Cc:
Chris Geldart, DPW Director
Jeff Marootian, DDOT Director
Peter Newsham, MPD Chief
District of Columbia Councilmembers

DC BAC Priority Extended Bike Facilities



1mi

Esri, HERE | DC GIS | Esri, HERE



DISTRICT OF COLUMBIA
BICYCLE ADVISORY COUNCIL

July 9, 2020

To: DDOT Bicycle Program Specialist Mike Goodno

CC: DDOT Director Jeff Marootian
DDOT Associate Director for Planning and Sustainability Jim Sebastian
Ward 6 Councilmember Charles Allen

Re: NOI# 20-64-PSD: The Installation of Protected Bicycle Lanes on K Street between 7th St NW and 1st St NE; ANCs 6C & 6E

Dear District Department of Transportation (DDOT) Bicycle Program Specialist Mike Goodno,

The Bicycle Advisory Council (BAC) is writing this letter in strong support of a continuous, protected bicycle lane on K Street between 1st Street NE and 7th Street NW. North Capitol Street and New York Avenue are dangerous and intimidating roadway crossings for bicyclists, and the city is in need of more protected and low-stress facilities to provide safe connections between residences and businesses on either side of North Capitol Street. The BAC is concerned to hear that unease over loss of parking spaces on K Street NW could result in a disjointed execution of protected bike lanes on K Street, and we are writing to emphasize the importance of continued protection for cyclists on this high-traffic street.

In October of 2019, the BAC's Facilities Committee met for a facilities assessment bike ride with the core purpose of identifying safe bicycle connections across North Capitol Street and New York Avenue. During the meeting, the committee affirmed that K Street NW is a logical east-west corridor for protected bike lanes that would help stitch together north-south bicycle routes along 1st Street NE and 5th Street NW.

Our committee is aware that the business community is worried regarding the decrease in parking spaces on the 400 block of K Street NW, as the coronavirus has resulted in an increased emphasis on curbside pickup. However, the BAC is not in support of maintaining, as a final design option, unprotected bike lanes along any stretch of the K Street project in order to accommodate curbside parking, a condition which increases conflicts between bicyclists and vehicles. In unprotected bike lanes, bicyclists encounter parked and idling cars and are forced to swerve into vehicle traffic lanes. Transitioning between protected and unprotected bike lanes creates further confusion and conflicts between bicyclists and vehicles. The result is not a low-stress bicycling experience and undermines the city's Vision Zero goals to create safe streets and protect vulnerable users, as well as the intention of the K Street protected bike lane project.

The BAC believes that the project should move forward as proposed in the notice of intent, and use this design/construction opportunity to designate continuous, protected bike lanes on either side of K Street. If deemed absolutely necessary, the need for additional pick-up/drop-off space should be addressed, but only in an interim condition. We believe that most of the core elements of the roadway design should be put in place, and then DDOT can utilize temporary barriers and signage to establish zones for vehicle pick-up/drop-off. That way, once the

increased need for curbside pick-up has passed, the hardened barriers and protection for the bike lanes can easily be implemented.

Thank you for the opportunity to address our support for the K Street protected bike lane project. We appreciate the work you are doing during this unprecedented time and are impressed with DDOT's movement towards a better city upon full reopening.

Sincerely,
Rachel Maisler
Chair/Ward 4 Representative
D.C. Bicycle Advisory Council



DISTRICT OF COLUMBIA
BICYCLE ADVISORY COUNCIL

July 15, 2020

To: Cynthia Lin, DDOT
Laura MacNeil, DDOT

CC: DDOT Director Jeff Marootian
DDOT Associate Director for Planning and Sustainability Jim Sebastian

Re: NOI# 20-70-PSD: Installation of the 20th and 21st Street NW Protected Bike Lane and NOI# 20-69-PSD: Installation of Protected Bike Lanes on 17th Street NW

Dear District Department of Transportation (DDOT),

The Bicycle Advisory Council (BAC) is writing this letter in strong support of the 20th and 21st Street NW Protected Bike Lane as well as the 17th Street NW Protected Bike Lanes and Roadway Reconfiguration.

In June 2020, the BAC Facilities Committee reviewed the 2020-2022 protected bike lanes proposed to be installed within the Foggy Bottom, West End, and Dupont Circle neighborhoods, which included the 20th and 21st Street NW protected bike lane and the protected bike lanes on 17th Street NW. Overall, the group was in support of these projects and the enhanced bicycle connectivity that they offer residents, employees, students, and visitors of D.C.

Two years ago, in June 2018, when the Facilities Committee originally rode the options of 20th, 21st, and 22nd Streets, 20th Street NW was the BAC's preferred alignment for this important north-south bicycle connection. However, the BAC recognizes DDOT's diligent work in community and business engagement which resulted in the selection of a combined 20th and 21st Street NW route for a north-south bicycle route that spans from Constitution Avenue NW to Massachusetts Avenue NW. However, a bike path that terminates at Massachusetts Avenue NW as the northernmost point will fall short of providing the large number of current (and potential) bicycle commuters working in downtown Farragut Square and West End areas with a low-stress and safe route to and from work or school. Connectivity north of Massachusetts Avenue NW to Florida Avenue NW and to the bike lanes on both Q Street NW and R Street NW is critical for providing bicyclists alternate routes around the Dupont Circle traffic circle and to the planned bike lanes on Connecticut Avenue NW. The BAC urges DDOT to continue coordination with business owners within the study area to identify a safe connection north of Massachusetts so that there will be a continuous bicycle connection to Florida Avenue NW – the original northern extents of the 20th/21st/22nd Street NW Protected Bike Lanes Project.

The committee also supports the installation of protected bike lanes in both directions along 17th Street NW from K Street NW to New Hampshire Avenue NW and the contraflow bike lane from New Hampshire Avenue to T Street NW. The group urges DDOT to utilize signage and pavement markings to ensure that the protected bike lanes are visible by vehicles entering and exiting mid-block alleyways along 17th Street NW. The group also encourages the use of horizontal or vertical barriers to delineate the protected bike lanes from the designated curbside

loading areas in order to prevent pedestrians and delivery activities from crossing the bike lanes at locations other than intersection crosswalks. Hopefully, these safety concerns can be mitigated with additional measures for bicycle visibility and protection in order to meet the city's Vision Zero goals to create safe streets and protect vulnerable users.

The BAC Facilities Committee thanks you for the opportunity to address our support for the installation of these protected bike lanes, two critical projects for bicycle connectivity in the Foggy Bottom, West End, and Dupont Circle neighborhoods. We appreciate the work you are doing during this unprecedented time and are impressed with DDOT's movement towards a better city as it begins to reopen.

Sincerely,
Rachel Maisler
Chair/Ward 4 Representative
D.C. Bicycle Advisory Council



DC Bicycle-Council <dcbicyclecouncil@gmail.com>

DC Bicycle Advisory Council Comment on National Capital Trail Network

1 message

Rachel Maisler <rmaisler@gmail.com>

Mon, Jul 20, 2020 at 10:05 AM

To: TPBcomment@mwcog.org

Cc: DC Bicycle-Council <dcbicyclecouncil@gmail.com>

To whom it may concern:

I am writing on behalf of the D.C. Bicycle Advisory Council, which represents the interests of bicyclists in Washington, D.C. The BAC is an official public commission that advises elected and appointed officials on bicycle-related transportation matters. Our council is a member of the Capital Trails Coalition.

Today, I'd like to thank the Transportation Planning Board for including the CTC's full list of 40 priority projects into the National Capital Trail network. Like the CTC, the BAC is in full support of the proposed National Capital Trail Network. This trail network is more important than ever as the surge in bike and pedestrian use throughout the region is putting a strain on the safe use of our existing trail infrastructure.

Sincerely,
Rachel Maisler
Chair
DC Bicycle Advisory Council



DC Bicycle-Council <dcbicyclecouncil@gmail.com>

Fwd: DC Bicycle Advisory Council Comment on National Capital Trail Network

1 message

Rachel M <rmaisler@gmail.com>
To: DC Bicycle-Council <dcbicyclecouncil@gmail.com>

Tue, Jul 21, 2020 at 12:07 PM

For the records...

--via mobile--

Begin forwarded message:

From: TPBcomment <tpbcomment@mwcog.org>
Date: July 21, 2020 at 11:58:15 AM EDT
To: Rachel Maisler <rmaisler@gmail.com>
Subject: RE: DC Bicycle Advisory Council Comment on National Capital Trail Network

Thank you for submitting a public comment to the Transportation Planning Board (TPB). Staff will relay your comments to the TPB. Since we received many comments this month, staff will present a summary of all the comments we have received at the beginning of the TPB meeting on July 22, 2020. A copy of the summary will be available on our website by 11 am on Wednesday, July 22, 2020.

To find a copy of the summary and to watch and listen to a livestream of the TPB meeting, please visit www.mwcog.org/TPBmtg. You can also follow our live tweets at @NatCapRegTPB.

Public comment is an important part of the TPB process. We appreciate the time and input that you provide to make our process better.

From: Rachel Maisler <rmaisler@gmail.com>
Sent: Monday, July 20, 2020 10:06 AM
To: TPBcomment <tpbcomment@mwcog.org>
Cc: DC Bicycle-Council <dcbicyclecouncil@gmail.com>
Subject: DC Bicycle Advisory Council Comment on National Capital Trail Network

To whom it may concern:

I am writing on behalf of the D.C. Bicycle Advisory Council, which represents the interests of bicyclists in Washington, D.C. The BAC is an official public commission that advises elected and appointed officials on bicycle-related transportation matters. Our council is a member of the Capital Trails Coalition.

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DISTRICT OF COLUMBIA
BICYCLE ADVISORY COUNCIL

Bicycle Advisory Council Statement on Automated Traffic Enforcement
9/3/20

The DC Bicycle Advisory Council (BAC) urges a shift in how the District of Columbia government uses Automated Traffic Enforcement (ATE) cameras.

The DC BAC supports streets that prioritize the safety of vulnerable road users — pedestrians, bicyclists, and anyone not traveling in a motorized vehicle. We believe that ATE should be a tool for safety. Cameras that generate significant revenue suggest a larger question about how the road design can be improved to encourage safer behavior.

The BAC hears complaints from residents concerning dangerous situations and how their requests for traffic calming or automated enforcement go unaddressed. ATE locations should be guided by community concerns for transportation safety. Currently, the placement process is opaque. We advise that a simple public request process be created so additional resources can be appropriated for ATE equipment. Residents must have a voice in identifying problem areas in their communities.

The ATE program should focus on creating and enforcing conditions that lead to a safe environment to protect the most vulnerable road users. The expected result is fewer roadway conflicts between vulnerable road users and motorized vehicles.



DISTRICT OF COLUMBIA
BICYCLE ADVISORY COUNCIL

October 20, 2020

Dear Councilmember Cheh,

We're writing to express our support for the Shared Fleet Devices Amendment Act of 2020, while noting our concerns about certain aspects of the bill and calling attention to the areas of law that the bill doesn't address in hopes that they will be addressed in the future.

Micro-mobility is an important and growing part of the District's transportation system, one with the promise to make transportation easier, safer and cleaner. The BAC supports efforts to increase the use of Electric Mobility Devices and battery-assisted motorized bicycles (e-bikes), whether run by Shared Fleet operators or not. We think, based on the experience in Chicago, this bill should help to address the nuisance issue of misplaced scooters, while possibly reducing the already minimal safety risks of scooter use and making the system more equitable.

But we are not without concerns.

We believe the ban on deploying electric mobility devices near schools and senior wellness centers will create burdens for operators and users that come with no safety advantages; especially since staff has not demonstrated any real risk associated with deployment near schools.

We wholeheartedly support the addition of 1000 bike racks per year to deal with the added demands of lock-to SFDs and we advise council to monitor this in case 1000 is inadequate, with an eye on mandating even more.

We're concerned that the mandate that 3% of SFDs start the day in each ward will place a burden on operators that will be large compared to the equity gains, reducing the utility of the whole system. We don't want a system that results in hundreds of SFDs sitting unused in strategically-chosen locations for the sole purpose of meeting the requirement. We support efforts to make the system more equitable and we advise you to monitor efforts and results in other locations seeking the same goals; as well as monitoring the efficacy of the 3% mandate. There has been little research done on how best to make these systems more equitable, but over time we hope that best practices will come into view and we advise Council to mandate them as they do. We see this as an iterative process and this as only the first iteration.

In addition to these concerns, we'd like to call your attention to several items we thought this bill would address but no longer does as the scope has been reduced.

People on EMDs and on motorized bicycles are still subject to the contributory negligence standard that those in motor vehicles are, instead of the comparative negligence that pedestrians and cyclists are. Council is well aware of the problem contributory negligence presents for vulnerable users who aren't required to have insurance and the Councilmember has championed legislation to address this issue in the past. We advise you to expand the comparative negligence standard to all road users who aren't required to have a driver's license

which would be pedestrians, cyclists, and those on PMDs, EMDs and motorized bicycles; and possibly even to those vulnerable users who are currently banned from the road because they are on “toys” such as roller blades.

District law still bars those on motorized bicycles – including e-bikes – from using bike lanes, shared use trails and sidewalks. A partial ban might make sense, especially if it is tied to the wattage of the motor, but we think these restrictions are too limiting.

Thank you for addressing the issue and we hope to continue working with you on these issues in the future.

Sincerely,

David Cranor, Ward 6 BAC member and Legislative Committee chair
Rachel Maisler, Ward 4 BAC member and BAC chair
Gregg Adams, at-large BAC member representing Councilmember Bonds
Emily Oaksford, Ward 1 BAC member



DISTRICT OF COLUMBIA
BICYCLE ADVISORY COUNCIL

November 6, 2020

Dear Councilmember Cheh, Councilmember Allen, Mayor Bowser, Deputy Mayor Donahue, Director Geldart and Director Marootian:

First, we want to commend you for expanding the bike lane network and creating safe spaces for bicyclists of all abilities and walks of life. Protected bike lanes like the crosstown cycletrack, 4th Street SW, G Street NW and others have been game changers, not only for seasoned bicyclists but for the many who have adopted bicycling as a form of recreation and transportation during the COVID-19 public health emergency.

Part of keeping new infrastructure safe is maintaining it. We have recently been made aware that the Department of Public Works (DPW) does not have the appropriate equipment to efficiently and effectively clear protected bike lanes (PBLs) of leaves and debris that accumulate. The current process for PBL maintenance is for bicyclists to report the lane that needs to be cleared via Twitter or 311. DPW will then send out a crew with snow shovels and rakes to clear the debris. Unfortunately, this piecemeal approach only works until the wind blows debris into the bike lane, and another bicyclist reports the debris. While DPW is responsive, it's clear the PBLs need to be regularly cleaned like streets are regularly swept during normal times.

Other cities around the country like [San Francisco](#) and [Boston](#) have acquired equipment to effectively and efficiently clean protected bike lanes. With this in mind, we urge you to allocate funding to DPW to purchase the appropriate machinery to establish a routine maintenance program for protected bike lanes in the District.

Sincerely,

The D.C. Bicycle Advisory Council

Testimony of Rachel Maisler, Chair, DC Bicycle Advisory Council
DC Council Committee of Transportation & Environment Roundtable on
DDOT Slow Streets Initiative
November 16, 2020

Councilmembers, thank you for holding this hearing today. My name is Rachel Maisler and I'm chair of the DC Bicycle Advisory Council, or BAC.

- In general, members of the BAC are appreciative that DDOT has installed Slow Streets. That said, however, the road to implementation was painfully, slow, and the execution leaves much to be desired.
- Early on during the public health emergency, the BAC called for a Slow Streets-type program. We sent letters outlining suggestions on [April 7](#), and again on [May 12](#).
- The program was finally announced in early June, and the first phase wasn't installed until August.
 - We spent 5 months, trying to be outside so we could commute and socially distance on cramped sidewalks and streets with increasingly speeding drivers.
 - As you recall, in March, April and even well into May, streets were eerily empty of vehicle traffic. By the time Slow Streets were installed drivers had returned. While traffic is still down from normal volumes, these wide-open roads are ripe for speeding.
- By the time Slow Streets were installed, many people didn't even know what they were. According to one BAC member: "most residents where I live have no idea what "slow streets are" they just see a big sign and think construction is happening." I would agree with this sentiment. I've mentioned Slow Streets to friends and neighbors whose ears aren't to the ground on all things transportation in DC and they have said similar things.

- Another BAC member said nothing had really changed from when they rode their bike on the street before and after the sign installation. Drivers still speed around and punish pass, blow through stop signs, and drive for more than 2 blocks before turning off.

Again, this program is 100% well-intentioned and we, the BAC, want to see it succeed. Please consider the following concerns suggestions to improve the program:

Messaging –

- Nothing tells drivers what Slow Streets are – driver just see these giant signs which look like the entrance to a construction site.
- New signs (only seen in Ward 1), say “Slow Streets Pilot Program” but still don’t explain what slow streets are
- Nothing telling bicyclists, pedestrians, scooter riders what they are welcome to “take the lane” or enjoy the space
- Many members of the BAC have suggested to DDOT improved signage that clearly displays what the Slow Streets are to be used for – like including little icons of a pedestrian, bicycle, wheelchair, stroller and scooter.

Transparency -

- It’s unclear to me how DDOT is selecting which streets are included in the program. Do you reach out to your ANC? The BAC certainly sent a list over once the original streets were announced. DDOT's Slow Street FAQ does not provide clear criteria for how it determines which streets to include in the program.
- One BAC member is concerned some of the streets that DDOT has chosen, like as S Street between Connecticut and Massachusetts Avenue in Kalorama, a rather busy and wide thoroughfare, may suggest that the influence of powerful neighbors may be playing a role in the DDOT selection program, rather than considerations of traffic flow and neighborhood safety. By contrast, other roads that are adjacent to playgrounds and where traffic is minimal have not been included in the Slow Streets Program, even

though the BAC and neighborhood residents have requested their inclusion in the Program. Therefore, I suggest DDOT develop clear criteria for the determination of streets for the program, and share that criteria with the community – via ANCs, mailings, door hangers, etc.

Enforcement –

- Without a clear understanding of what Slow Streets are, drivers don't respect them. Early on, folks from DDOT said that the Slow Streets will be self-enforcing. That is definitely not the case.

Speed humps and actually taking lanes from multi-lane high-speed roads would make streets slower than these efforts so far, but DDOT has not been very ambitious.

We wanted “WOW!” But at the end of the day, we ended up with a lackluster program, where I'm not sure anybody actually feels safer – let alone our youngest, oldest and most vulnerable road users.



DISTRICT OF COLUMBIA
BICYCLE ADVISORY COUNCIL

Dear Director Delano Hunter and Director Jeff Marootian,

The Bicycle Advisory Council (BAC) requests the DC Department of Parks and Recreation and the District Department of Transportation take steps together in 2021 to improve signage across trails in the District of Columbia, prioritizing those east of the Anacostia River. Improving trail signage is a low-cost intervention that makes existing trails more accessible and safer for all users. Trails don't operate in a vacuum of a particular jurisdiction, but are part of a regional network, and wayfinding has strong support from our counterpart organizations in Arlington, Alexandria, Montgomery, and Prince George's Counties.

During the August 2021 Ward 7 Facilities Committee assessment, the BAC noted that "the Marvin Gaye trail could have a great connection to the Anacostia River trail, but there are parts of the trail that are not well maintained and could be better signed. Wayfinding signs, mileage markers, and centerline paint could help to direct users along the trail. Additionally, the connection from Deane Avenue under the bridge and to the trailhead could be better signed or even painted, and tactical urbanism measures could be used to encourage people that they are on the right track."

Lack of signage is a health and safety risk. If a trail user experiences an emergency, there are no signs indicating where they may be located nor markers for 911 operators or first responders to locate them. The Metropolitan Branch Trail (MBT), for example, has markings on the ground as well as at road junctions along the route that indicate nearby amenities as well as cross-street names. Similar wayfinding should be provided along the Marvin Gaye Trail (MGT), its connection to the Anacostia River Trail (ART), and other DC government maintained trails, especially east of the Anacostia River. Attached to this letter is [a presentation created by a BAC member](#) with photographs documenting some areas for potential improvement at the junction of the ART and MGT.

The public health emergency has increased use of safe bicycle facilities such as trails and multi-use paths, however the pandemic's economic and health impacts have disproportionately harmed DC's Black residents, particularly those east of the Anacostia River. Improving signage and wayfinding on key trails east of the Anacostia River (and into communities of Wards 7 and 8) would be a cost-effective investment to improve health and safety in areas of great need, encouraging more residents to use these trails. The Rails-To-Trails Conservancy conducted a trail user [survey](#) and [focus group](#) in 2020 where Black residents in the capital region were more likely to indicate "trails aren't for me" and perceive higher risk of crime or emergency on a trail. Improving safety and signage should help make the wonderful trails of DC more accessible to all. Hiring local Ward 7 or 8 creative businesses to implement the signage could further increase trail awareness to enhance the positive local impact.

We understand that the Marvin Gaye Trail is part of Marvin Gaye Park so we hope both of your agencies can work together to make these improvements. We thank you for your assistance on this matter.

Sincerely,

DC Bicycle Advisory Council (DC BAC)
dcbicyclecouncil@gmail.com

cc: Muriel Bowser, Mayor
District of Columbia Councilmembers
John Falcicchio, Deputy Mayor, DMPED
Tim White, Director of Office of East of the River Development in DMPED
Karima Holmes, Director of the Office of Unified Communications
Dr. Christopher Rodriguez, Director of HSEMA
Antawan Holmes, ANC 7C Chair
Mike Goodno, DDOT Bicycle Program Specialist
Michael Alvino, DDOT Bicycle Program Specialist - Trails
Will Handsfield, DDOT Bicycle Program Specialist
Stephanie Piperno, WABA Trails Coalition Manager