



Appendix B.1

STATUS OF 2005 BICYCLE MASTER PLAN (AS OF DECEMBER 2013)

The 2005 Bicycle Master Plan establishes fourteen core recommendations in three goal areas to improve bicycle transportation in the District of Columbia. This section provides an update on progress achieved in reaching those goals, along with background information for further understanding. The core recommendations, three goal areas, and progress are detailed as follows. A further update showing progress specifically between 2011 (the last time an update to the 2005 Plan was published) and 2013 is presented at the end of this report (see Figure 1).

Goal 1: More and Better Bicycle Facilities

Recommendation 1.1.

Improve and expand the bike route system and provide functional and distinctive signs for the system.

Status:

Ongoing. Bicycle wayfinding and route signs have been added in two major rounds, 2010 and 2012. There are currently 87 miles of signed routes within the District.

Recommendation 1.2.

Provide bike facilities on roadways.

Status:

Ongoing. There have been significant additions to on-road bike facilities across the District since 2005. As of August 2013, the network of bike lanes reached 57 miles in length.

Recommendation 1.3.

Complete ongoing trail development and improvement projects.

Status:

- Metropolitan Branch Trail - 53% complete. The trail is presently composed of the following sections: Union Station to Franklin Street NE along Second Street NE, Columbus Circle section. Completion of additional segments is moving forward, with the Union Station to M Street section along First Street NE to be completed by early 2014, preliminary design for the Fort Totten to Takoma section underway, and the pedestrian bridge at Rhode Island Avenue commencing construction in 2013.
- Rock Creek Park Trail – Underway. Reconstruction of the trail between P Street and Tilden Street & the Rose Park segment are funded for capital construction in 2014/2015, with NEPA documents currently in progress, but not finalized. DDOT is partnering with NPS on this project.
- Klingle Trail – Underway. This trail is authorized for construction starting in 2014, is presently at 30% design complete, and with NEPA procedures complete with a finding of no significant impact.
- Capital Crescent Trail – Complete. The problematic junction with Water Street NW was improved in 2013 by NPS.



- Mount Vernon Trail – Complete. DC’s portion of this trail was improved with the completion of the Humpback Bridge project in 2011.
- Marvin Gaye Trail – Complete. Trail project completed in 2010, related waterway improvements completed in 2012.
- Oxon Run trail improvements – On hold. A concept plan for this project is complete, a preliminary design firm was selected, but further work is pending an official notice to proceed. Construction is scheduled for 2016.
- The South Capitol Trail and Suitland Trail extension - On hold. Both projects were bundled into the Martin Luther King Jr. Avenue/South Capitol Street portion of Anacostia Waterfront Initiative, Phase V, and will likely be constructed as part of a design/build contract.
- Anacostia River Trail – 80% complete. With the recent completion of several major segments and bridge connections, the trail is substantially completed between Benning Road and South Capitol Street on both banks with the remaining Kenilworth section between Benning Road NE and the DC / Maryland border planned for 2015 construction start. Maryland’s portion of the Anacostia River Trail will be constructed as part of the same federally-funded project.

Recommendation 1.4.

Improve bridge access for bicyclists.

Status:

Ongoing. Progress since 2011 bicycle master plan update: 11th Street bridge local bridge sidepath and connections completed. Bridge connection blow-up maps added to current DC bike map.

Bridge cycling accommodation inventory

Bridges with dedicated space for cyclists or multi-use paths:

- John Phillip Sousa Bridge (Pennsylvania Avenue, SE)
- 11th Street Bridge
- Francis Case Bridge (I-395/L’Enfant Promenade to Haines Point)
- Rocheambeau Bridge (14th Street Bridge)
- Humpback Bridge (US 1 / Mount Vernon trail)
- Theodore Roosevelt Bridge (I-66)
- Duke Ellington Bridge (Calvert Street)
- Park Road Bridge (over Piney Branch)
- Monroe Street NE

Bridges with sidewalks or a travel lane to accommodate cycling:

- Benning Road Bridge
- Whitney Young Bridge (East Capitol Street)
- Frederick Douglass Bridge (South Capitol Street)
- Memorial Bridge
- Francis Scott Key Bridge
- Chain Bridge



- William H. Taft Bridge (Connecticut Avenue)
- Klinge Bridge (Connecticut Avenue)
- Charles C. Glover Bridge (Massachusetts Avenue)
- Porter Street Bridge
- P Street Bridge
- Dumbarton Bridge (Q Street NW)
- M Street Bridge
- Pennsylvania Avenue Bridge
- 30th Street NW Bridge
- Thomas Jefferson Street NW Bridge
- Military Road Bridge
- 9th Street NE Bridge (over New York Avenue)
- Hopscotch Bridge (H Street NE over Union Station rail yards)
- Franklin Street NE Bridge
- Charles R. Drew Bridge (Michigan Avenue NE)
- Taylor Street NE Bridge

Bridge segments with challenging cycling conditions:

- Benning Road Bridge over CSX railroad tracks – the sidewalk is only on the south side of the roadway, is narrow, and is shared with pedestrians.
- Whitney Young Bridge – the upstream and downstream sides are very narrow, and the bicycling route doesn't connect to anything east of the River Terrace neighborhood. The overpass of DC-295 is significant barrier for east/west bicycle and pedestrian access in the area.
- John Phillip Sousa Bridge – the connections from the bridge sidepath to neighborhoods on the east side are substandard, with missing curb ramps, and skew crossings of DC-295 entrance and exit ramps.
- Frederick Douglass Bridge – the connections to other bicycle facilities on south side are substandard.
- Francis Case Bridge – access points for bridge are hard to find, and the L'Enfant Promenade / Banneker Overlook side lacks curb ramps.
- Rocheambeau Bridge - access points for the bridge are hard to find on the DC side, require crossing a series of I-395 access lanes, and the sidepath is not readily accessible from 14th Street SW.
- Theodore Roosevelt Bridge – the sidepath is narrow, and doesn't connect to high-traffic bike paths on the DC side of the Potomac).
- Francis Scott Key Bridge - high pedestrian volumes on sidewalks create many conflicts, but opportunities to use a travel lane to cross by bike are challenging due to congestion.
- Chain Bridge – there is a narrow sidewalk on upstream side of this bridge, but in practice, cyclists must share the general travel lanes.
- William H. Taft Bridge - high pedestrian volumes on the sidewalks mean cyclists should take lanes, forcing cyclists onto travel lanes with high auto speeds.
- Klinge Bridge - high pedestrian volumes on sidewalks mean cyclists should take the lanes, but it is challenging to do at rush hour due to auto volumes and speeds.



- Charles C. Glover Bridge - high pedestrian volumes on sidewalks mean cyclists should take the lanes, but it is challenging to do at rush hour due to auto volumes and speeds.
- Porter Street Bridge – steep grades, a 30 mile per hour speed limit, and a sidewalk only on the downstream side contribute to substandard conditions for cycling on this bridge.
- M Street Bridge - high pedestrian volumes on the sidewalks mean cyclists should take lanes, but it is challenging to do so because of either congestion or high auto speeds.
- Pennsylvania Avenue Bridge - high pedestrian volumes on the sidewalks mean cyclists should take lanes, but it is challenging to do so because of either congestion or high auto speeds.
- Military Road Bridge – high vehicle speeds, steepness of surrounding grades, and narrow sidewalks contribute to substandard conditions for cycling on this bridge.

Recommendation 1.5.

Provide bicycle parking in public space.

Status:

Ongoing. Significant additions in sidewalk racks, with over 2,000 racks installed since 2005, and more than 350 installed since 2011. This increase, is partially offset by a switch from single-space parking meters to multi-space parking meters in the central business district and other commercial areas, a change that removed some de facto bike parking. Of note, DDOT installed 11 in-street bike corrals in 2010 to provide high demand locations with additional bike parking, while preserving sidewalk space for pedestrians.

Recommendation 1.6.

Encourage bicycle parking in private space.

Status:

Ongoing. Bicycle parking is now required by law¹ in private buildings over 30,000 sq. ft. In addition to this legal requirement for large buildings, the LEED requirements followed for many other building construction and renovation projects, as well as market demand for cycling accommodations have led to bike parking in many private buildings not affected by legal requirements.

Goal 2: More Bicycle-Friendly Policies

Recommendation 2.1.

Update District of Columbia laws, regulations and policy documents to address bicycle accommodation.

Status:

Ongoing. Several District legislative changes have gone into effect that address bicycle accommodation and safety. They are:

¹ See the Bicycle Commuter and Parking Expansion Act of 2007 for authorizing legislation.



- Bicycle Commuter and Parking Expansion Act of 2007 - requires bike parking for larger private buildings
- Bicycle Registration Reform Amendment Act of 2008 - removes bike registration requirements
- Bicycle Policy Modernization Amendment Act of 2008 - changes composition of Bicycle Advisory Committee
- Bicycle Safety Enhancement Amendment Act of 2008 - requires retrofits of heavy vehicles with equipment to help avoid bike crashes
- Bicycle Commuter and Parking Expansion Amendment Act of 2010 - creates authority for the mayor to enforce the 2007 act and establish fines for non-compliance
- Bicycle Safety Enhancement Amendment Act of 2013 (pending) – currently in legislative process, this bill removes the bike-bell requirement, allows cyclists to use pedestrian signals at intersections, adds bicycling related questions to the driver’s test, requires safe accommodation when bike lanes and sidewalks are blocked for construction, and creates additional penalties for drivers who strike cyclists.

Recommendation 2.2.

Provide training to District staff.

Status:

Partially Complete. Bike safety elements incorporated into training programs for heavy vehicle operators employed by the District. No extra training is currently required for passenger vehicle drivers. There is no current bicycle training for DC employees².

Recommendation 2.3.

Review District of Columbia projects to ensure they provide bicycle accommodation.

Status:

Complete. DDOT and OP have established processes by which all major projects are subject to review for bicycling accommodation. The actual work of performing those reviews is an ongoing task accomplished through design review meetings at DDOT, DGS, and the Office of Planning. The review processes used by DDOT and the Office of Planning extend beyond just DC government projects to any project, public or private, where additional design or zoning review is required. DDOT also requires that traffic impact studies include consideration of bicycle traffic using multimodal traffic counts and other methodologies.

Goal 3: More Bicycle-related Education, Promotion, and Enforcement

Recommendation 3.1.

Educate motorists about safe operating behavior around bicyclists.

² Aside from those whose job responsibilities require riding a bicycle, such as police officers in bicycle patrol units, and certain other employees of the District.

**Status:**

Ongoing. The Department of Motor Vehicles added questions to the driver's test about cyclists. However, this achievement is limited because the test reaches only new license applicants.

DDOT has a large role in influencing MWCOG's annual StreetSmart campaign, which focuses on bike and pedestrian safety, as well as on the dangers of unsafe behaviors like texting while driving, and mid-block crossing.

Recommendation 3.2.

Educate bicyclists about safe bicycling.

Status:

Ongoing. Numerous resources available, such as safe cycling, learn to cycle, and confident city cycling courses provided by WABA and partially funded by DDOT, online resources on traffic rules and safe behavior, and the sticker education campaign on Capital Bikeshare handlebars.

Recommendation 3.3.

Enforce traffic laws related to bicycling.

Status:

Ongoing. This recommendation relies on MPD to enforce traffic laws. With increasing demands for safe infrastructure³, enforcement for both drivers and cyclists is an ongoing effort⁴ by both DDOT and MPD. MPD actively participates in monthly Bicycle Advisory Committee meetings, and senior officers are committed to better enforcement of cycling laws, particularly with regard to accident investigations.

Recommendation 3.4.

Establish a Youth Bicycle and Pedestrian Safety Education Program.

Status:

Complete, with ongoing work. This recommendation is accomplished (and continues to be offered) primarily through Safe Routes to School program, and secondarily through events such as DDOT's Feet in the Street where young cyclists are provided learning opportunities in a safe cycling environment.

Recommendation 3.5.

Distribute the District of Columbia Bicycle Map to a wide audience.

³Salovesh, Dave, "Stop U Turns on Penn." Weblog entry. Storify.com. May 20th, 2013. Accessed August 20th, 2013 (<http://storify.com/darsal/stoputurnsonpenn>).

⁴Di Caro, Martin, "Bike Advocates See U-Turn Enforcement As A Good Sign." WAMU News, wamu.org. January 30th, 2013. August 20th, 2013 (http://wamu.org/news/13/01/30/u_turns_on_pennsylvania_ave_now_subject_to_fines)

**Status:**

Complete, with ongoing work. DDOT distributes approximately 25,000 maps annually. Maps are available online and in many places, including at hotels, rental shops, bike shops, business improvement districts, and government buildings.

UPDATE ON BICYCLE MASTER PLAN IMPLEMENTATION

Section III of the Bicycle Master Plan features three major milestones for measuring long-term progress on the Plan, as well as a timeline for implementation of the specific goals in the master plan. Listed below are these elements as well as DDOT's progress on their implementation.

Milestones for Implementation

- 1) 50 miles of DC streets will have better Bicycle Level of Service ratings by 2010 and 100 miles will have better Bicycle Level of Service ratings by 2015.

Status:

Ongoing. A formal bicycle level of service (BLOS) or bicycle compatibility index (BCI) analysis has not been completed since the 2005 analysis. However, simply adding bike facilities to a road which previously lacked them will de facto improve the BLOS above its prior condition. Since DDOT has improved over 50 miles of streets (37 miles of bike lanes and 22 miles of signed routes since 2005), a reasonable inference is that the BLOS for these 59 miles of roadway has improved. In addition, over the last five years, numerous road reconstruction and resurfacing projects⁵ have also improved the city's bicycling environment even though they may not include specific bicycle facilities such as bike lanes or signed bicycle routes.

- 2) The proportion of bicycle trips will increase from about 1 percent of all trips in 2000 to at least 3 percent in 2010 and 5 percent of all trips in the District of Columbia by 2015.

Status:

Complete. The District has made met the 2010 milestone for bicycle modeshare, and is tracking towards meeting the 2015 goal. According to the 2011 American Community Survey (the latest census data available), bicycles represent 3.15% of commuting trips. In addition, the Metropolitan Washington Council of Governments 2007/2008 Household Travel Survey found that 3.3% of DC residents commute on bicycles.

- 3) The rate of bicycle collisions with motor vehicles will decrease from 26 reported bike crashes per 1 million bike trips in 2000 to 20 per 1 million in 2010 to 15 per 1 million in 2020.

Status:

Incomplete. DDOT has not tracked this metric on an ongoing basis, and the current rate of injuries per million trips is unknown. Calculations for relative rates of cycling injury and fatality as compared to levels of exposure are challenging due to limited data on how many cycling trips are taken, or miles

⁵ One factor in the BLOS rating is road surface quality. Thus, as road pavement condition improves, the BLOS will also improve.



ridden by a given population. The original goal appears to have been set using a chart produced by John Pucher comparing injury rates in major cities, but this report is not published annually, and its methodology is challenging to replicate. To illustrate the challenge, two authoritative sources, Pucher and the Alliance for Bicycling and Walking, have both calculated recent statistics on bicycle fatalities compared to levels of exposure. For the District, Pucher's number is 2.3 annual fatalities per 10,000 cyclists⁶, while the Alliance for Biking and Walking calculates the same figure to be .5 annual fatalities per 10,000 daily bicyclists⁷. The difference between the two is striking, and it simply illustrates the challenge of exposure-oriented statistics for cycling.

UPDATE ON BICYCLE MASTER PLAN POLICIES AND COORDINATION

Appendix E of the bicycle master plan lists DC Government policy documents, municipal regulations, guidelines, and coordination activities between District agencies and with other jurisdictions that collectively have a substantial impact on the facilities and environment for bicycling in the city. Most of the policies listed in the 2005 plan remain in effect, and several recommended policies have been implemented since 2005. The District's primary policy landscape is listed below:

District of Columbia Municipal Regulations (DCMR)

Title 10: Comprehensive Plan

The comprehensive plan details the District's future land use plans, and is chiefly informed by zoning, but also heavily influenced by transportation assets. The comprehensive plan alone is neutral on the topic of bicycle mobility, but as it is a plan for a more densely-populated future, it will lead to an increase in cycling throughout the District.

Title 11: Zoning Ordinance

Chapter 21 – Off-Street Parking Requirements

This chapter⁸ describes the required quantities and configurations for bicycle parking for different zoning categories and land use types.

DDOT is working with the Office of Planning to revise the zoning ordinance. Bicycle parking requirements (short-term and long-term) are proposed to be expanded to additional land uses and building types.

⁶ Pucher, John and Buehler, Ralph. "Bicycling Trends and Policies in Large North American Cities", p. 35, 2011. Accessed on 8/12/13: http://policy.rutgers.edu/faculty/pucher/UTRC_29Mar2011.pdf

⁷ Alliance for Biking and Walking. "Bicycling and Walking in the United States, 2012 Benchmarking Report", p. 59, 2012. Accessed on 8/12/13: <http://peoplepoweredmovement.org/site/images/uploads/2012%20Benchmarking%20Report%20%20-%20Final%20Draft%20-%20WEB.pdf>

⁸ Title 11, Chapter 21-19 & Chapter 29-10, DCMR. Amended on July 8, 2005 & June 3, 2011.



Title 18: Traffic & Parking

Chapter 1 – Issuance of Driver’s License

No changes made since 2005. Pending final votes on the Bicycle Safety Enhancement Amendment of 2013, the DMV will be authorized to include new questions related to cycling on the driver’s exam.

Chapter 12 – Bicycles, Motorized Bicycles, and Miscellaneous Vehicles

Through rulemaking, in 2006, DDOT updated bicycle safety equipment guidelines; repealed the provision requiring an application for a bicycle rack permit to be signed by the owner of the abutting property; clarified the legal locations to park a bicycle; and set forth a process for removing abandoned bicycles from public space⁹.

In 2007, DDOT worked with the Council to repeal mandatory bicycle registration via the Bicycle Registration Reform Act of 2007.

Chapter 21 – Traffic Signs, Signal, Symbols, and Devices

No changes made since 2005. Pending final votes on the Bicycle Safety Enhancement Amendment of 2013, DDOT will be authorized to allow cyclists to use leading pedestrian-intervals and pedestrian signals at intersections in the District.

Chapter 22 – Moving Violations

In late 2012, the Mayor used his emergency rulemaking powers to prohibit U-turns through bicycle lanes. The emergency rule took effect immediately, and was made permanent in early 2013¹⁰.

Chapter 24 – Stopping, Standing, Parking, and Other Non-Moving Violations

Through rulemaking, in 2011, DDOT prohibited vehicles from stopping, standing or parking in a bicycle lane¹¹. Enforcement falls to the Parking Enforcement Management Administration within DPW and MPD.

Chapter 26 – Civil Fines for Moving and Non-Moving Infractions

Through rulemaking, in 2006, DDOT increased the civil fines for bicycle infractions¹².

Title 24: Open Space & Safety

Chapter 20 – Hazardous Obstructions in Public Space

Specifies an affirmative duty of individuals not to obstruct public space or create hazardous conditions¹³. Examples include obstructing a public right of way, including bike lanes and trails, with any type of barrier, equipment, hose, cord, or wire without a valid public space permit.

⁹ Title 18, Chapters 12-04, 12-08, 12-09, 12-10, DCMR. Amended on July 28, 2006

¹⁰ Title 18, Chapter 22-04, DCMR. Amended on April 12, 2013.

¹¹ Title 18, Chapter 24-05.1, DCMR. Amended March 18, 2011

¹² Title 18, Chapter 26-02, DCMR. Amended December 10, 2010

¹³ Title 24, Chapter 20-01, DCMR. Amended May 1981.



DDOT Design & Engineering Manual

According to DDOT, “the Manual for Design and Engineering¹⁴ describes the Department’s procedures and standards for preparing project construction documents. The primary purpose of the manual is to enable the District’s engineers, consultants, and private developers to efficiently and effectively develop projects that meet the District’s policies and standards.”¹⁵ Chapters 5, 28, and 30 of this manual relate principally to bicycling issues, though the manual as a whole contains many other elements important to cycling conditions in the District.

DDOT Bicycle Facility Design Guide

This guide¹⁶ includes specific planning and engineering detail for DDOT-approved bicycle facilities, including typologies for bike lanes, trails, and bike parking. The bicycle and pedestrian planning team performs routine education sessions for engineering, public space, and architecture professionals within DDOT and other DC agencies in order to disseminate the guide and teach peer staff how to incorporate bicycle best practices into their own projects at an early stage.

Sustainable DC

This long-term sustainable planning initiative lead by Department of Environment, calls for 75% of trips to be made by biking, walking, or transit by 2033¹⁷. In the 2013 budget cycle, the Mayor set aside funding to begin implementation of the Sustainable DC plan¹⁸. The goals of this plan are designed to be incorporated throughout District government decision making.

District Long Range Transportation Plan

The District’s long-range transportation plan (LRTP) is a holistic plan designed to help guide projects and planning over the course of many years. DDOT’s last LRTP was published in 1997¹⁹. DDOT is drafting a new LRTP, under the project name “moveDC”. This plan seeks to evaluate numerous macro-scale, multi-modal transportation scenarios which inform and develop plans for individual corridors and facilities.

POLICY COORDINATION WITH OTHER AGENCIES

District Schools (public and private)

DDOT and WABA staffs work with public and private schools on bicycle parking and safety education. The DDOT Safe Routes to School Coordinator works extensively on promoting education, enforcement, engineering, and encouragement for bicycling and walking to school. Through the Safe Routes to School

¹⁴ “Design and Engineering Manual”, District Department of Transportation, 2009.

¹⁵ DDOT Website. “Design and Engineering Manual”, Accessed 8/13/2013.

<http://dc.gov/DC/DDOT/Projects+and+Planning/Standards+and+Guidelines/Design+and+Engineering+Manual>

¹⁶ “Bicycle Facility Design Guide”, District Department of Transportation. 2005.

¹⁷ “Sustainable DC”, District Department of the Environment & Office of Planning. November, 2012.

¹⁸ “Fiscal Year 2014 Budget Request Act of 2013”, Council of the District of Columbia, May 2013.

¹⁹ “Transportation Plan for the District of Columbia”, Department of Public Works, March, 1997.



program, schools and students may identify priority routes, and funding associated with the program can be used to improve cycling and walking conditions on those routes.

Metropolitan Police Department (MPD)

MPD is responsible for enforcement of laws related to cycling and accident investigations. Representatives of MPD routinely attend Bicycle Advisory Committee meetings in order to maintain a working relationship with the bicycle community and DDOT. DDOT trains MPD officers in pedestrian and bicycle-related enforcement preceding the bi-annual Street Smart Campaign.

Department of Public Works (DPW)

DDOT relies on DPW's parking enforcement management administration (PEMA) to enforce parking violations, including violations for parking in a bike lane. DPW's Fleet Management Administration is responsible for bike safety changes to fleet vehicles, including parabolic side mirrors, warning signs/stickers, and side under-run guards.

Department of Environment (DOE or DDOE)

DDOE is responsible for environmental compliance, enforcement, and carrying out the mayor's vision for a sustainable city, and was the primary agency responsible for the Sustainable DC project. DDOT staff participated extensively in Sustainable DC development, and will work to implement the transportation goals established by the mayor in that document.

The DC Office of Planning (OP or DCOP)

The Office of Planning is responsible for macro-level city land use planning, and micro-level project review and compliance with zoning and public space requirements. DDOT and OP work together on many types of project review to ensure harmony between land use and transportation planning, and bicycling issues are of primary concern to both agencies.

Mayor's Bicycle Advisory Committee (MBAC or BAC)

This committee is appointed by the mayor and members of the Council to advise the mayor's agencies about bicycling issues. The committee meets monthly, and frequently provides guidance to DDOT on priorities and issues from the bicycling community.

Washington Metropolitan Area Transit Authority (WMATA)

DDOT continues to work with WMATA on providing bicycle parking and improved bicycle and pedestrian access to Metrorail stations. WMATA provides fold-down bike racks on 100% of its bus fleet, and allows bicycles on the Metrorail system during off-peak times. DDOT and WMATA also coordinate on any conflicts between the growing bicycle network and transit issues, such as bus stops in and near bike facilities.

National Park Service (NPS)

DDOT continues to work with the National Park Service on the provision of bicycle and pedestrian transportation projects through NPS properties. DDOT and NPS are currently working on major efforts to complete several trail projects on NPS property.



Architect of the Capitol (AOC)

The Architect of the Capitol is responsible for administering the campus and grounds surrounding the U.S. Capitol. DDOT's bike lanes on East Capitol Street extend into the AOC-controlled area between 2nd Street and 1st Street, and the Capitol complex is a popular hub for cyclists travelling between quadrants²⁰ of the city.

National Capital Planning Commission (NCPC)

NCPC is responsible for planning decisions related to the monumental core of the District. DDOT continues to work with NCPC on bicycle-related transportation projects. DDOT is currently working with NCPC on changes to separated bicycle lanes on Pennsylvania Avenue, NW and 15th Street, NW.

General Services Administration (GSA)

GSA is the agency responsible for most federal properties, and has been taking a more active role in sustainable work sites for all federal agencies, with bicycle transportation a component of this work. DDOT works with the agency to incorporate bicycle facilities into and adjacent to federal properties within the District. DDOT worked with GSA to successfully place several Capital Bikeshare locations on federal properties, including the Office of Management and Budget, the Ronald Reagan Building, and the Eisenhower Executive Office Building.

Metropolitan Washington Council of Governments (MWCOG)

MWCOG is the region's metropolitan planning organization, and is the primary entity that coordinates long range transportation planning between jurisdictions. Using MWCOG, DDOT worked with Arlington, VA to launch Capital Bikeshare, a bi-jurisdictional automated bicycle-sharing system. Montgomery County and Alexandria also worked through MWCOG to join the system.

2013 PROGRESS REPORT ON THE 2010 DDOT ACTION AGENDA

In 2010, DDOT published its "Action Agenda"²¹ a document describing changes the agency would do in the short-term, with a deadline of 2012 for milestones in the document. Many of the milestones were related to bicycle transportation, and are listed as follows:

1) Transform the DC bike-share system into a substantive transit option with 100 stations and 1,000 bicycles.

Status:

Complete. The District has more than 140 stations and 1,500 bicycles in service, with ongoing plans for future growth of the system within the District.

2) Set aside 5% of the capital budget each year as a core program for pedestrian and bicycle improvements.

Status:

²⁰ Handsfield, Will. "A Closed Street Can Be A Living Street", Greater Greater Washington. March, 10, 2012. Accessed August 15th, 2013, (<http://greatergreaterwashington.org/post/14244/a-closed-street-can-be-a-living-street/>)

²¹ "Action Agenda", DDOT. 2010. Accessed August 15th, 2013. (<http://dc.gov/DC/DDOT/About+DDOT/Who+We+Are/Action+Agenda/Action+Agenda+++2010>)



Ongoing. As of 2012, 4% of total capital project expenditures were expended on pedestrian and bicycle projects.

3) Implement the recommendations of the Bicycle Master Plan.

Status:

Partially Complete. DDOT has implemented many, but not all, of the recommendations from the Bicycle Master Plan, as discussed in previous sections of this document.

4) Quadruple the lane miles of separated cycle facilities.

Status:

Complete. DDOT met this goal by increasing the total mileage of separated facilities, from .7 lane miles in 2009 to 7.6 lane miles in 2013, by adding the Pennsylvania Avenue bike lanes, the 15th Street Cycletrack two-way extension, the L Street Cycletrack, and separated lane segments on New Hampshire Avenue and R Street between 2010 and 2012.²²

Protected Bikeway Lane Mile Distance by Year of Installation	2009	2010	2011	2012	2013
15th Street NW (one way)*	0.7				
15th Street NW (two way)		4.2			
Pennsylvania Avenue		1.8			
New Hampshire Avenue		0.1			
R Street NE				0.1	
L Street NW				1.4	
Lane Mile Subtotal by Year		6.1		1.5	
Total Lane Miles					7.6
* replaced by two-way facility in 2010					

5) Formally adopt bicycle boxes for bicyclist safety at intersections into DC standards and implement them in at least 100 locations.

Status:

²² Protected bikeway lane miles – Pennsylvania Avenue, 1.8 miles; 15th Street, 4.2 miles; L Street, 1.4 miles; New Hampshire Avenue, NW, .1 mile; R Street NE, .1 mile



Partially Complete. Bicycle boxes have been adopted as part of DDOT's Bicycle Facility Design Guide²³. There are currently 12 bicycle boxes installed at the following locations: 16th and U Streets, NW, 11th & East Capitol NE, 13th & East Capitol SE, 4th & Pennsylvania Avenue, NW, at 16th Street & U Street NW, and in numerous intersections along the L Street cycletrack between 11th and 25th Street NW.

6) Repurpose on-street parking spaces for bicycle parking in at least 25 locations.

Status:

Partially Complete. In 2010, DDOT installed 11 on-street bike parking corrals, but no additional on-street racks have been installed in subsequent years.

7) Add four more full scale bike storage stations.

Status:

Incomplete. DDOT is actively working with WMATA to identify transit-adjacent locations suitable for full scale bike storage stations.

8) Support developments that increase the availability of retail, services, and entertainment within walking distance of residential areas.

Status:

Ongoing. Walkable neighborhoods with nearby retail remains a priority in all DDOT planning projects, notably moveDC. DDOT reviewed and provided staff reports on 40 zoning cases before the Board of Zoning Adjustment or Zoning Commission in 2010. In each case, DDOT supported local infill development that improved the walking environment and provided much needed services or accommodations to residents.

²³ "Bicycle Facility Design Guide", P. 16, District Department of Transportation. 2005.



Figure 1: Progress on 2005 Bicycle Master Plan from 2011 to 2013

Recommendation 1.1	2011	2013
Establish signed bicycle routes	100 miles	100 miles
Progress	64 miles with 20 additional miles by end of year	84 Miles
Recommendation 1.2		
Provide bicycle lanes	50 miles	50 miles
Progress	51 miles	57 miles
Recommendation 1.3		
Complete Metropolitan Branch Trail	100%	100%
Progress	50%	53%
Recommendation 1.3		
Complete Anacostia Trail	100%	100%
Progress	50%	80%
Recommendation 1.4		
Improve bridge access for bicyclists	5 bridges	5 bridges
Progress	3 bridges: South Capitol St Bridge, Benning Rd Bridge, 9th St NE, (30th St NW, Thomas Jefferson St NW bridges under construction)	7 bridges: Humpback Bridge, South Capitol St Bridge, Benning Rd Bridge, 9th St NE, 11th St SE, 30th St NW, and Thomas Jefferson St NW bridges. Bridge access detail now included on DC bike map
Recommendation 1.5		
Provide bicycle parking in public space	1,000 racks	1,000 racks
Progress	Over 2,000 racks	Over 2,350 racks
Recommendation 1.6		
Encourage bicycle parking in private space	All garage & other off-street parking in compliance	All garage & other off-street parking in compliance



District Department of Transportation
Multimodal Long Range Transportation Plan



Recommendation 1.1	2011	2013
Progress	Ongoing; have not conducted a garage survey.	Ongoing, bicycle parking is now required in large commercial and residential buildings, with penalties for non-compliance; DDOT has not conducted a garage survey, but has authority to perform inspections under DCMR 24-606.1-2
Recommendation 2.1		
Update DC planning & policy docs to address bicycle accommodation	Ensure inclusion of bikes in comp plan, long range transportation plan, and roadway design guide; update bicycle regulations and laws concerning fines, registration, and courier licensing; expand bicycle-related recs in zoning ordinance, traffic and parking regs, open space and safety regulation.	Ensure inclusion of bikes in comp plan, long range transportation plan, and roadway design guide; update bicycle regulations and laws concerning fines, registration, and courier licensing; expand bicycle-related recs in zoning ordinance, traffic and parking regs, open space and safety regulation.
Progress	All recommendations completed except update to courier licensing.	All recommendations completed with the exception of courier licensing. The courier economy has waned significantly since 2005, and the need for licensing should be evaluated in light of this development.
Recommendation 2.2		
Provide training to District staff and consultants	Train staff about the bike plan and bike planning, design and engineering. 2 Trainings recommended.	Train staff about the bike plan and bike planning, design and engineering. 2 Trainings recommended.
Progress	Conducted both trainings	Conducted both trainings
Recommendation 2.3		
Review all DC projects to ensure they provide bicycle accommodation	Ongoing	Ongoing



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Recommendation 1.1	2011	2013
Progress	Ongoing. Making progress with preliminary development review meetings and coordination with OP development staff, and DCRA zoning inspectors.	Ongoing. Making progress with preliminary development review meetings and coordination with OP development staff, and DCRA zoning inspectors.
Recommendation 3.1		
Educate motorists about safe operating behavior around bicyclists	Ongoing	Ongoing
Progress	Bi-annual Street Smart safety campaign; created bicycle safety videos and brochures	Bi-annual Street Smart safety campaign; created bicycle safety videos and brochures. Pending legislation would add bicycle-related questions to the driver's written exam.
Recommendation 3.2		
Educate bicyclists about safe bicycling	Ongoing	Ongoing
Progress	Bi-annual Street Smart safety campaign; created bicycle safety videos and brochures	Bi-annual Street Smart safety campaign; created bicycle safety videos and brochures. Trail Ranger program also contains cyclist education components, such as the rules related to lights, safe behavior on trails, and rules of safe cycling.
Recommendation 3.3		
Enforce traffic laws related to bicycling	Conduct enforcement wave targeted at bicyclists, pedestrians and motorists	Conduct enforcement wave targeted at bicyclists, pedestrians and motorists
Progress	Bi-annual Street Smart safety campaign	Bi-annual Street Smart safety campaign. DDOT and MPD jointly organized an enforcement blitz against illegal U-turns on Pennsylvania Avenue.
Recommendation 3.4		
Establish a youth bicycle and pedestrian safety education program	Conduct bike/ped safety classes in 79 schools	Conduct bike/ped safety classes in 79 schools



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Recommendation 1.1	2011	2013
Progress	DDOT funds WABA to conduct bike/ped safety in schools; classes conducted in 140 schools	DDOT Safe Routes to School coordinator works with schools to advance goals of the program, and support annual bike to school day. DDOT funds WABA to conduct bike/ped safety in schools; classes conducted in 140 schools.
Recommendation 3.5		
Distribute the DC bicycle map to a wide audience	100,000 DC Bike Maps distributed (cumulative).	100,000 DC Bike Maps distributed (cumulative).
Progress	Distributed 90,000 maps with 4 reprints which included all new bike facilities.	DDOT distributing 25,000 bicycle maps annually. Revising map annually with new infrastructure and bicycling resources.