

BAC General Meeting

May 10, 2023

6 to 8 PM

Attendance

21 in attendance including BAC members, public, and agency representatives. BAC members include Warren Gorlick, BAC Chair, Ward 3; Meghan Faulkner, Ward 1; David Alexander, Ward 2; Rachel Maisler, Ward 4; Shawn Leis, Ward 5; and Katherine White, Ward 6; Jay Stewart, Ward 8; Anders Petersen, at-large Mendelson. Agency reps include Mike Goodno, DDOT. Others in attendance include Leron Douglas, Richard Watzel, Chris Mrstik, Bryan Hart, Becca, Danielle Cristino, Marc Cowans, Garrett Hennigan, Nicholas DelleDonne, Patricia Braley, Richard Stirba, Tim Bouquet, and Kellie Haddon.

Approval of Minutes

Rachel motioned to approve the March meeting minutes, David seconded motion, all present BAC members agreed to approve the minutes.

DDOT Report

Mike Goodno gave the DDOT report. Specifics can be reviewed on the report itself [here](#) and on the trail report card [here](#). He reviewed updates on various bike trails and bike lane projects and mentioned the new 2023 bike map which can be found on godcgo.com.

Committee Reports

The Legislative Committee is planning on meeting on June 7, 2023. This is being led by Jay. The key issue that will be discussed is preparation for the Vision Zero meeting happening the following week on June 14, 2023. Jay will work with Kellie and Warren to plan this and more information is forthcoming.

BAC Vacancies

A list of current members and vacancies can be found [here](#). A focus will be put on leveraging existing connections within the BAC to fill vacancies with Councilmembers R. White, Bonds, and McDuffie. Katherine is taking the lead on contacting Councilmember Allen to help make these connections since the BAC falls under Councilmember Allen's committee.

Report on K Street Transitway

David Alexander reported on the K Street Transitway which will provide dedicated bus lanes and do away with the service lanes, improve traffic, save lots of time for cross town buses, and improve bus usage. It has been in the planning process for 10 years but it has recently been proposed to direct this money instead to provide free buses for 4 years in the DMV. Director Lott's asking us to weigh in now because the DC Council will vote on May 16 and the future of the K Street Transitway will officially be a done deal. Once they take the money away from the project, the District will not have a K Street project again for likely another 10 years at least. The current project took bike lanes from the K Street project to get the project through and instead added protective bike lanes to L Street.

The Council was in agreement that ideally the K Street Transitway should keep its initial funding and design. Concerns were raised that the new proposal is not an improvement on the status quo and that the last minute change to remove bike lanes in K Street significantly reduces the attractiveness of the project and brings into question the Council's commitment to Vision Zero. Money going towards free buses for a few years is not a long-term solution whereas the K Street Transitway will serve generations to come. Additionally, will the new design reduce car traffic and speeds to make the road safer for all travelers? If the bike lanes are not built on K Street, will we see a similar trend in the future of bike lanes being promised but never built?

David Alexander presented a draft of his letter for the BAC's support of the K Street Transitway. Warren put forward a motion to adopt David's letter with edits to strongly emphasize the original proposal that included the K Street bike lanes (rather than the L Street). This was seconded by Rachel and all present BAC members voted in favor (David, Anders, Shawn, and Meghan). After David makes edits to the letter, Warren and Kellie will send it out to the Councilmembers.

Discussion of Enforcement Roundtable

The BAC, Pedestrian Advisory Council (PAC), and Multimodal Accessibility Advisory Council (MAAC) have been working together to draft a statement on enforcement issues which can be found [here](#). At the May 23 hearing each of the three councils will testify on the following enforcement issues. One issue is balancing automated traffic enforcement (ATE) with MPD enforcement. Suggestions were raised that police should have access to data on the number of tickets a car has so that it can be impounded if it reaches above a certain threshold. Rotating the location of police can also help to better catch those who are speeding so drivers do not know where to expect police. Furthermore, the Council was in agreement that MPD representatives should be assigned to other agencies. The Council discussed using points for traffic citations by the ATE to which there were no objections. In terms of the issue of reciprocity, the Council was in agreement that the mayor needs to be more firm in reaching out to Maryland and Virginia and figuring this out. Last was the issue of a more equitable way for enforcement. It was suggested that fines be scaled to the value of the vehicle as a proxy for income since the District already has this information on file. However, it was also recognized that this is still a flawed approach. It was also brought up that CM Allen's team has been focusing on finding an alternative to fines such as required drivers education classes. Concerns were also raised about this approach such as who would pay for these classes.

Katherine White will draft a letter for the July meeting on the ATE issues. Additionally, ATE hearings will be happening online during the first week in June. The BAC is looking for volunteers to monitor this and get more involved in the hearings.

Adjourn

The meeting adjourned at 7:54 PM. The next BAC meeting is July 12, 2023.