

**2023 Performance Oversight Pre-Hearing Questions**  
***Bicycle Advisory Council***

**A. GENERAL**

1. Please provide a list of the Bicycle Advisory Council's ("BAC") current members. For each member, please provide the following:
  - a. The member's name;
  - b. The Ward, agency, or organization the member represents;
  - c. Who appointed the member;
  - d. When the member's term expires; and
  - e. The member's attendance record.

| <b>a. Name</b>  | <b>b. Ward, Agency, or Organization</b> | <b>c. Who Appointed the Member</b> | <b>d. Term-Limit</b> | <b>e. Attendance Record</b>                |
|-----------------|-----------------------------------------|------------------------------------|----------------------|--------------------------------------------|
| Meghan Faulkner | Ward 1                                  | Nadeau                             | Jan. 2026            | 0/5 (not appointed until 2023)             |
| David Alexander | Ward 2                                  | Pinto                              | June 2024            | 5/5 (January, March, May, July, September) |
| Warren Gorlick  | Ward 3                                  | Frumin (pending)                   |                      | 5/5 (January, March, May, July, September) |
| Rachel Maisler  | Ward 4                                  | Lewis George                       | Dec. 2024            | 4/5 (January, March, May, July)            |
| Katherine White | Ward 6                                  | Allen                              | Jan. 2026            | 0/5 (not appointed until 2023)             |
| Jay Stewart     | Ward 8                                  | White, Sr.                         | May 2020             | 1/5 (January)                              |
| Anders Pedersen | CM Mendelson                            | Mendelson                          | Aug. 2024            | 3/5 (January, March, May)                  |
| Jeff Johnson    | CM Silverman                            | Silverman                          | Sept. 2024           | 5/5 (January, March, May, July, September) |

2. Please provide a list of any vacant BAC seats, including who is responsible for making a nomination to fill the seat, any requirements for a nominee to fill the seat, and how long the seat has been vacant.

| <b>Vacant Seat</b> | <b>Responsible party for making a nomination</b> | <b>Requirements to fill the seat</b> | <b>How long seat has been vacant</b> |
|--------------------|--------------------------------------------------|--------------------------------------|--------------------------------------|
| Ward 5             | Parker                                           | Lives in ward 5                      |                                      |
| Ward 7             | Gray                                             | Lives in ward 7                      |                                      |

|                  |              |  |  |
|------------------|--------------|--|--|
| CM White rep     | CM White     |  |  |
| CM Bonds rep     | CM Bonds     |  |  |
| CM McDuffie rep  | CM McDuffie  |  |  |
| CM Henderson rep | CM Henderson |  |  |

3. Please provide a list of the BAC's meeting dates, times, and locations for FY 2022 and FY 2023, to date, understanding that they may have been delayed or held virtually due to COVID-19.

FY 2022

November 3, 2021 at 6-8 pm via Zoom  
January 12, 2022 at 6-8 pm via Zoom  
March 2, 2022 at 6-8 pm via Zoom  
May 4, 2022 at 6-8 pm via Zoom  
July 13, 2022 at 6-8 pm via Zoom  
September 14, 2022 at 6-8 pm via Zoom

FY 2023

January 11, 2023 at 6-8 pm via Zoom  
March 1, 2023 at 6-8 pm via Zoom  
May 3, 2023 at 6-8 pm via Zoom  
July 5, 2023 at 6-8 pm via Zoom  
September 6, 2023 at 6-8 pm via Zoom  
November 1, 2023 at 6-8 pm via Zoom

4. Did the BAC receive funds in FY 2022 or FY 2023, to date?

*The BAC is eligible for \$10,000 per year in DC government support but only used \$3,010 in FY 2022. All funding comes from the DC government through DDOT. It is all used for administrative support, primarily for outreach efforts, such as website maintenance, publicizing our meetings and preparation for our monthly meetings of the full BAC and its three committees. This is essential for our operation.*

*We did not use the full \$10,000 as we have had difficulty finding skilled administrative supporters willing to work on an infrequent basis. We would suggest hiring on administrative worker for both the Bicycle Advisory Council and the Pedestrian Advisory Council and we are exploring this approach. Another solution would be to have a DDOT staff worker assigned to the BAC and PED, which is the model often used by the federal government to support citizen and expert committees.*

5. Please provide a copy of all official correspondence sent from, or formal resolutions adopted by, the BAC in FY 2022 and FY 2023, to date.

[Right Hook Bike Incidents Letter](#)  
[Letter In Support of the Safer Intersections Amendment Act of 2022](#)

6. Please describe the BAC's activities in FY 2022 and FY 2023, to date, including:
  - a. The BAC's three biggest accomplishments in FY 2022 and FY 2023, to date; and

*To be frank, one of the biggest accomplishments is an internal examination of BAC's role and its leadership. The BAC lost both a long-time BAC chairperson and administrative assistant. The BAC recently replaced the administrative assistant and are in the process of bringing in new leadership. We are working to put the BAC on an even keel.*

- b. A status update on goals previously identified by the BAC, including what action, if any, the District government and the BAC took on them in FY 2022 and FY 2023, to date:
      - i. Working with DDOT and other stakeholders to implement a protected and connected bicycle network;

*We continue to work with DDOT and the ANCs across the District. With respect to DDOT, we have an excellent working relationship, and we are in discussions with DDOT staff to make the meetings even more productive by providing draft questions in advance which may assist in identifying and ensuring that the right DDOT staff person is available for meetings to address BAC concerns. While the BAC has reached out to other District agencies to request that they also attend BAC meetings, these agencies have not always attended.. However, the BAC continues to seek the involvement of these other agencies. A particular goal for this year is to work more closely with the Pedestrian Advisory Council on issues of mutual concern.*

- ii. Making bicycling more accessible for youth and seniors; and

*The BAC continues to work with DDOT on such issues. As discussed elsewhere, the creation of more protected bike lanes is critical to this effort, and the BAC will seek to ensure that such infrastructure particularly support youth and seniors. The BAC supports efforts to teach children and adults, particularly in low-income areas, how to ride bicycles. The continued expansion of the District's Capital Bikeshare program, discussed elsewhere in this document, is a particularly effective way to encourage the young and the old who may not be able to afford, or have room for their own bike to participate in bike riding through the low cost rental program, which is only \$5 per year for low*

*income individuals, and a reasonable \$8 per month even for those who do not qualify for the subsidy. DDOT's recent purchase of 700 new e-bikes with enhanced performance features may have particularly utility for seniors.*

- iii. Maintaining and protecting the existing bike lane network.

*The BAC continues to try to leverage its personal relationships to facilitate a bike lane maintenance program. DPW has increased its involvement with the BAC but has not always been able to attend recent BAC meetings. We understand that DPW has purchased specialized bike lane cleaners and the BAC will seek an update at our next meeting from DPW on the success of these efforts.*

7. What challenges does the BAC face, if any?

*The 2022 calendar year was a year of transition for the BAC. The BAC's long time administrative assistant resigned in 2021, and the limited budget for the position made it hard to fill the job. However, the BAC is now fortunate to have hired an extremely capable replacement. It would be helpful if the allotted amount for the administrative assistant, which has been capped at \$10,000 for many years, would be raised to \$20,000, as the BAC has had to reduce the number of hours the Admin works in order to compensate for the higher hourly wage it now pays to attract a competent staffer for this job. Also as discussed above, we have several suggestions to better use administrative staff. As a totally volunteer organization, administrative support is very important to the BAC.*

*Within the BAC itself, there has been some challenges due to the turnover of members, starting with the departure of our former Chair, Rachel Maisler, though she remains on the BAC representing Ward 4. A new Chair was elected earlier in 2022, but had to step down for personal reasons. Currently, Warren Gorlick, the Ward 3 representative and President pro tem, and Jeff Johnson, the Secretary-Treasurer, are the interim co-chairs of the BAC.*

*In addition, as noted in #2 above, there are some existing vacancies on the BAC, particularly among the at-large seats (CM White, Bonds McDuffie and Henderson), as well as vacancies in Wards 5 and 7 (CM Parker and Gray, respectively). The BAC recently wrote to the DC Councilmembers where there is a vacancy requesting that they appoint someone quickly.*

8. Please describe the state of bicycle infrastructure and safety in the District.

- a. What is the BAC's assessment of the progress on the Mayor's Vision Zero program, specifically as it relates to bicycle users, in FY 2022 and FY 2023, to date?

*To date, the Vision Zero program has not achieved the goals set for the program. Last year, 36 people died on DC streets, and 19, the largest number, were pedestrians. This a long way from Vision Zero's goal of zero fatalities. In the BACs September 28, 2022 letter to the DC Council, we noted the deaths of three local cyclists within the past two months, all from what are referred to as "right hook" fatalities where a truck driver was making a legal (though dangerous) right turn, while the deceased cyclist was crossing the street on a green light, as they are permitted to do. In each case, the truck driver that caused the cyclist fatality was apparently not impaired or driving in a reckless manner, and, to our knowledge, in none of these cases did the police charge the drivers.*

*BAC has long raised concerns regarding the District's inaccurate data and reports of severely injured bicyclists and pedestrians. The revised Vision Zero website appears to be an improvement. However, we have urged DDOT, and the Department of Public Health to explore the use of emergency medical response and hospital admissions data to measure traffic safety as other cities have done. Indeed, a portion of the recent legislation called for this exploration.*

*As an alternative, DDOT has pointed to its major crash review program that involves MPD and several other traffic related programs in examining serious accidents. The BAC applauds this program and has attended several of its meetings. However, the crash review program has not issued a report since 2018 and takes no minutes, making its views of limited value. The BAC believes city leaders truly need to know the depth of serious bicycle and pedestrian injuries in our city and currently underestimates traffic related impacts on these vulnerable users.*

*While later in the year, the DC Council did pass the Safer Intersections Act, the bill was watered down at the last minute so that cyclists cannot treat red lights as stop signs, notwithstanding the fact that doing so would often prevent the type of "right hook" bike accidents that occurred in 2022.*

*In addition, some of the proposed bike infrastructure has re-designed in a way adverse to cyclists. For example, DDOT now proposes that the forthcoming Connecticut Ave. bike lane be only 4 feet wide, rather than the originally proposed 5 feet, in order to accommodate more car parking. A bike lane that is only four feet wide makes it difficult if not impossible for people on bikes to pass each other in the bike lanes. As*

*a result, faster moving cyclists may decide to use one of the travel lanes used by cars and buses – exactly what the bike lane was supposed to prevent. The buffer between the bike lanes and car traffic has also been significantly reduced.*

*In addition, we note that safety enforcement will be reduced by a recently passed DC law that allows DC residents with outstanding moving violations to be able to renew their drivers licenses despite unpaid violations. We worry this removes a major incentive for good driving practices and will endanger bicyclists and pedestrians.*

*Finally, the District continues to fail to pursue ticket reciprocity with Maryland and Virginia, notwithstanding that the District Council passed safety legislation in 2020 requiring the Mayor to have discussions with the governors of these neighboring states on this key issue. Until ticket reciprocity exists, Maryland and Virginia motorists will be able to avoid paying fines incurred from District traffic cameras with impunity. While additional enforcement measures to deter reckless and unsafe driving on District roads, such as booting or impounding vehicles that could, conceivably, apply to vehicles owned outside the District, such measures are cumbersome and expensive to implement. Fines will necessarily remain the most significant measure to address illegal driving behavior.*

9. Please identify the BAC's top recommendations for improving bicycle infrastructure and safety in FY 2023. How does the BAC consider furthering racial equity when developing recommendations?

*Please see above responses. In summary:*

*Fully implement the Mayor's Vision Zero goals by, among other things:*

- *Safer street and crosswalk design;*
- *Much greater use of red light and stop sign cameras;*
- *Require payments of traffic-related fines in order to obtain renewal of driver's license and vehicle registration renewal;*
- *Ensure reciprocity with Maryland and Virginia and other states;*
- *Make all new bike lanes protected by default, and at least 5' wide in each direction, in accordance with established best practices.*
- *Enhance existing Safer Intersections Act passed in 2022 to permit the "Idaho Stop" so that cyclists can legally cross on a red light after coming to a complete stop.*
- *Greater use of the Capital Bikeshare program by i) adding more bike stations, particularly in low-income areas and near schools, supermarkets and other critical infrastructure, and ii) adding more e-bikes to the program.*

10. Please describe the BAC's goals for the remainder of FY 2023 and FY 2024. How do these goals account for or further racial equity in the District?

*Please see above goals in #9 and elsewhere in the document. Once the above goals are implemented, they are most likely to have their greatest impact in terms of improved safety in minority areas. The least safe areas of the District for cyclists and pedestrians are in Wards where there is a high percentage of minority residents. For example, the BAC's March 15, 2021 letter to the DC Council highlighted safety issues on Michigan Ave. NE. which resulted in a death of a cyclist. It is only after the death of a cyclist such as in that incident that significant engagement and greater bike infrastructure occurs. The BAC would like engagement with minority areas before a horrific incident occurs, not after.*

11. Please describe any collaboration between the BAC and the Multimodal Accessibility Advisory Council or the Pedestrian Advisory Council.

*The BAC Treasurer and interim co-chair has reached out to the PAC to discuss greater collaboration, including on the possibility of sharing our resources with respect to the administrative assistant position.*