



**DISTRICT OF COLUMBIA
MULTI-MODAL ACCESSIBILITY
ADVISORY COUNCIL**

VIRTUAL COUNCIL MEETING MINUTES

October 13, 2021

5:30 pm –7:30 pm

Call to Order

Roll Call

Heidi Case, Chair, MAAC

Philip Sklover, Vice Chair, MAAC

Robb Dooling, MAAC Council Member

Buddy Moore, MAAC Council Member

Zach Smith, Equity & Accessibility Program Analyst, DDOT

Susie McFadden-Resper, ADA Compliance Specialist, ODR

Nana Bailey-Thomas, Chief Transportation E&I Officer

Everett Lott, Acting Director, DDOT

Cesar Baretto, ADS Coordinator, DDOT

Heather Foote, PAC Co-Chair

Charlie Wilson, Vision Zero, DDOT

Sherada Strasmore, Micromobility Planner, DDOT

Claudia R, community member

Jim Elliott , PAC Co-chair

Approval of Meeting Minutes

Motion to approve meeting minutes from September approved

Old Business

Vision Zero Updates - Charlie Wilson, DDOT

Charlie noted that the last Vision Zero meeting was in May 2021. However, the Deputy Mayor's Office (DMO) Coordinator, Jonathan Rogers, was recently promoted to the Chief of Staff for the Deputy Mayor and in a new role. A new replacement DMO Coordinator, Allen Propp, will be coordinating the next Vision Zero working group meeting. This will include the advisory councils. Allen will email the MAAC with an invitation to the next meeting in November. Charlie will also ask Allen to include the MAAC on future meeting notifications at accessibledc@gmail.com plus Heidi's personal email.

Charlie also provided an update on the City Auditor's request for an investigation into Vision Zero. The City Auditor reached out to DDOT Acting Director Lott to describe the parameters of the audit. Their objective is to determine whether the city implemented Vision Zero equitably. The auditors have made a document request which has been completed and they will soon conduct interviews with staff and stakeholders

New Business

Acting Director of DDOT, Everett Lott

The Acting Director provided brief remarks on his priorities for DDOT. He also thanked participants for the invitation to attend the MAAC public meeting.

Acting Director Lott noted that DDOT is taking strides to enhance safety by eliminating trip hazards, installing audible signals, reducing speed limits on local roads, and increasing microbability corrales and accessible parking.

He noted that DDOT is examining policies, standards, and regulations to ensure safety. He welcomes comments from advisory councils to better understand the concerns of residents.

He emphasized that, with everything happening in the District with fatalities, he wants to be engaged so that DDOT can figure out ways to improve safety for everyone across the District.

He reminded that, effective Oct 1, dockless scooters are now required to be locked. The “lock-to” legislation requires scooters to be tethered to corralls or other infrastructure. By requiring this, and making infrastructure available, sidewalks are open to pedestrians to enjoy. DDOT has installed 800+

bicycle racks in FY 21 and plans to install another 1,000 during FY 22 to comply with the legislation.

DDOT continues to install audible pedestrian signals. This provides pedestrians more time and proper guidance on crossing. There were 67 audible signals installed and 237 leading pedestrian intervals in FY 21.

Acting Director Lott highlighted the management of curbside access to allow for pickup and dropoff by rideshare companies. HE acknowledged that bike lanes often block this access in an unsafe way. The bike team is working to include accessible parking spaces and PUDOs in impacted spaces. For example, K Street NE, 17th Street NW, Navy Yard/Stadium. They are engaging ANCs to ensure the needs of the community are met.

He described how the adaptive bike pilot program expands the capital bikeshare program and discussed the \$250 NOFO issued for design and management of a program to provide short term loans of adaptive bikes to DC residents. Proposals are currently under review.

He closed noting that DDOT is working hard to provide safe, accessible, and reliable roadways. They are committed to advancing equity under the new Equity Assessment tool.

Questions:

Does DDOT still plan to achieve 0 deaths by 2024?

This is extremely important. We are doing everything we can. We held a press conference with the Mayor yesterday. We have observed that drivers are driving faster and more aggressively. We are doing everything we can to put infrastructure in place to enforce the rules of the road by holding drivers accountable. We have had 31 fatalities to date in DC. Hopefully this enforcement encourages drivers to leave their cars at home, use public transit, and make every means of transit available other than cars. More cars off the roads will make people safer.

Discussion on the new “Lock to” initiative for Scooters - Sharada Strasmore, DDOT

Sharada Strasmore provided a brief overview of the “Lock to” initiative.

Questions:

Chair Case noted that scooters continue to block pathways even when they are properly locked. What is the enforcement and who can we contact? What can citizens do about this?

The scooter companies review ride trip photos. For October, 100% of photos have been reviewed which is labor intensive. The data show an improvement of 30 % - 57% of successful trips since October 1.

To contact and report an issue, the phone number and email address is listed on each scooter along with a unique ID listed on the stem or gooseneck of the scooter.

Does "success" mean that a scooter was locked, or locked safely and not blocking sidewalk or accessibility?

Yes, success means that the vehicle was parked in an acceptable location which includes bike racks, sign posts, and in street corrals, but excludes a bus stop. DDOT is working on expanding the number of bike parking locations. The companies deploy three vehicles or less when they deploy to eliminate stress at high volume areas.

How is that lock-to legislation going to be enforced?

The bikes have had lock-to since 2018/19 but are included in the new EMD bill. DDOT is focused on scooters right now.

The users are subject to a penalty between \$5-50 set by the company. Since they review the photos they will enact the penalties.

Who has responsibility for new scooter corrales?

Greg Matlesky (greg.matlesky@dc.gov) is the POC to ask about a specific location. There are restrictions on where they can go but DDOT is focused on installing more.

Is it a fair assumption that the reason for requiring scooters to be locked is to get scooter riders from leaving their scooters randomly on the sidewalk?

The lock-to requirement is Council regulated. We are doing a good job at requiring that the lock-to be in specific locations and are being reviewed.

Do you believe that the effect of the requirement will be to get scooters away from sidewalks so that they will be affixed to poles or infrastructure close to the curb?

The intention of the requirement is that they are locked to infrastructure.

Georgetown Sidewalk Extensions

There was information shared at the last MAAC public meeting regarding Georgetown sidewalk extensions. The Chair opened for discussion whether there are any motions or recommendations regarding this topic.

Vice Chair Sklover made a motion for the MAAC to recommend that scooters and bikes be prohibited from riding on the sidewalks in the Georgetown commercial business district.

Council Member Moore seconded this motion.

Vice Chair Skolver spoke in favor of the motion noting that this effort grew out of an informal field trip to Georgetown BID where they were impressed with what was observed. One effect of what is being done will be to place dining tables in sidewalk expansion areas which will increase pedestrian traffic on sidewalks which are narrow. They believe that it would be appropriate to limit and prohibit the use of scooters and bikes from that area in the same manner as they are prohibited in Downtown BID.

Council Member Moore elaborated and echoed Vice Chair Skolver's sentiment from a visual and hearing deficit perspective. Noted that the sound of a scooters are terrifying. He explained that he is not a Georgetown visitor but he is not

sure how the narrow sidewalks there can accommodate pedestrians, scooters, bikes, power chairs, and others.

Questions:

Chair Case noted that part of the reason for the extension is because the sidewalks are so narrow. Do you see that as different from other places where the eateries are not sidewalk extensions but extend into the street? How do you differentiate? I support and understand the reason for your recommendation but I am wondering what the reason is in this area in particular as to the sidewalks being so narrow.

Vice Chair Skolver responded that Georgetown is highly congested. On Wisconsin Ave there are many build-outs in front of restaurants where there will be tables. Servers come out from the restaurant and cross public sidewalk areas to serve food. This is another obstruction. In conjunction with scooters and bikes it is too much. It would be very appropriate in this highly congested area. Encouraged DDOT to look at other high density areas such as 18th & Columbia, 14th and U Street, and see if scooters should also be restricted there as well. The motion is to focus on Georgetown which has had an inventive sidewalk project.

Motion for favor: 2

Opposition: 0

Motion passed

Next steps:

The MAAC will post the recommendation as an announcement to their website and social media along with a report. The MAAC will also send the recommendation to DC Council Member Mary Cheh and Director Lott at DDOT

Public Comment

[ODR Event for Annual Disability Expo](#), October 27th from 10 - 1 PM at new MLK library

The MAAC will post this invite to mail list, website, and social media

Question: Sidewalk Widening Project Page

Reach out to [Georgetown BID](#) to provide feedback with recommendations regarding sidewalk extensions.

Adjourn