

COTE Performance Oversight Pre-Hearing Questions

**1. Please provide a list of the Bicycle Advisory Council's ("BAC") current active membership. For each member, please provide the following:**

Name	Ward	Councilmember	Term Limit	Attendance Record
Meghan Faulkner	Ward 1	Nadeau	Jan 2026	5/6 (absent July)
David Alexander	Ward 2	Pinto	Jun 2024	6/6
Warren Gorlick	Ward 3	Frumin	Mar 2026	6/6
Rachel Maisler	Ward 4	Lewis George	Dec 2024	4/6 (absent March and July)
John Peconom	Ward 5	Parker	Jul 2026	1/1 (appointed in September)
Katherine White	Ward 6	Allen	Jan 2026	5/6 (absent in July)
Leron Douglas	Ward 7	Gray	Jul 2026	3/3 (appointed in July)
Jay Stewart	Ward 8	T. White, Sr.	May 2020	(absent in March and November)
Anders Pedersen	At-Large	CM Mendelson	Aug 2024	3/6 (absent in March, July, and November)
VACANT	At-Large	R. White, Jr.	NA	NA
VACANT	At-Large	Bonds	NA	NA
Jeff Johnson	At-Large	McDuffie	Sept 2024	5/6 (absent in May)
Carrie Ross	At-Large	Henderson	Jul 2026	2/2 (appointed in fall 2023)

**Invited Agency Reps:**

MPD Representative	Terry Thorne	NA	NA	0/6
DDOT Representative	Mike Goodno	NA	NA	6/6
DPW Representative	NA	NA	NA	1/6 (absent January, May, July, September, and November)

**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.**

There are currently two vacant seats on the BAC, At-Large, Councilman White Jr. and At-Large, Councilwoman Bonds. DC residents are at liberty to self-nominate to fill any empty seats. To self-nominate, individuals must complete the application form posted to the DC BAC website ([www.bikedcbike.org](http://www.bikedcbike.org)) and send it to the Council Member whom they wish to represent. Both seats have been vacant since January 2023.

**3. Please provide a list of the BAC's meeting dates, times, and locations for FY23 and FY24, to date, understanding that they may have been delayed or held virtually due to COVID-19.****FY23** (All meetings held virtually via Zoom.)

- Wednesday, January 10th 2023.
- Wednesday, March 6th 2023.
- Wednesday, May 10th 2023.
- Wednesday, July 12th 2023.
- Wednesday, September 13th 2023.
- Wednesday, November 1st 2023.

**FY24** (All meetings held virtually via Zoom.)

- Wednesday, January 11th 2024.
- Wednesday, March 1st 2024.
- Wednesday, May 1st 2024.
- Wednesday, July 10th 2024.
- Wednesday, September 4th 2024.

- Wednesday, November 6th 2024.

**4. Did the BAC receive funds in FY23 or FY24, to date? If so, please provide the following:**

- The amount;**
- The funding source;**
- A list of all expenditures; and**
- A description of how the expenditures furthered the BAC's mission.**
- The Committee increased funding to the BAC, Pedestrian Advisory Council, and Multimodal Accessibility Advisory Council in DDOT's FY24 budget. Have the Councils received this funding? What will the funding increase allow the BAC or the Councils together to do?**

Since its creation a decade ago, the BAC has been eligible for \$10,000 per year in DC government support, but we were pleased to learn that level was raised to \$20,000 this year. However, the BAC only used \$2,695 in 2023. All funding comes from the DC government through DDOT and the Office of Chief Financial Officer. The BAC used all funding 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 committees. As we are all volunteers with jobs and other responsibilities, the funding is essential for our operation.

Our funding for administrative support has been primary used to hire skilled graduate students. We have been successful in our search but we have had difficulty finding skilled administrative supporters willing to work on an infrequent basis. It also has been time-consuming for us to conduct such a search. To mirror what we suggested last year, we'd like DDOT and DC Council members with BAC oversight authority to consider hiring an administrative assistant for the Bicycle Advisory Council, the Pedestrian Advisory Council, and the Multimodal Accessibility Council as a full-time District employee. It would provide stability to the councils. Also, as we suggested last year, we could explore having a DDOT staff worker assigned to the citizen advisory councils, which is the model often used by the federal government to support citizen and expert committees.

Concerning your last question, the three committees only learned of the new money recently. Earlier this year, the three committees did work together to prepare a joint statement on pending transportation enforcement legislation before the DC Council. Our discussion went well. We also have discussed informally our approach to transportation needs that influence the three committees. However, we have not looked into using the new money jointly and how it could aid and expand our efforts. We will, however, look into joint efforts during this year. We appreciate the increase.

**5. Please provide a copy of all official correspondence sent from, or formal resolutions adopted by, the BAC in FY23 and FY24, to date.**

- [Letter - K Street Transitway 5/15/23](#)
- [BAC E-bike Rebate Program Testimony](#)
- [BAC Performance Oversight Hearing Testimony 02.27.2023](#)

**6. Please describe the BAC's activities in FY23 and FY24, to date, including:**

- The BAC's three biggest accomplishments in FY23 and FY24, to date; and**

**b. A status update on the previous goal of achieving Vision Zero in FY23 and FY24, to date.**

The BAC is in a time of transition after the resignation of two Chairperson in 2022, coupled with many vacant positions. As described further below in #7, the BAC has been rejuvenated, and there is now stable leadership under the two co-Chairs, which makes it easier to handle the work of a volunteer organization. In addition, various Committee Chairs have volunteered and are now actively undertaking work in their designated areas of responsibility, pointing the way to a succession plan going forward. The BAC has also been successful in beginning to re-engage with the Metropolitan Police Department and the Department of Public Works, though challenges with respect to both such agencies remain. By contrast, the BAC continues to have excellent engagement with DDOT, where a dedicated staff of bike professionals is quick to address any issues that the BAC identifies as an area of concern. Finally, the BAC continues to advocated for bike safety issues through its public outreach, as discussion in #5 above.

There is no easy way to sugar-coat the issues relating to the failure to achieve the Vision Zero goals. The District's goals simply have not been met, and in fact, if anything, the District's roads have become less safe for cyclists and pedestrians alike. This relates to some national trends including the use of cell phones and other driver-distracting electronics in vehicles, the predominance of heavier and higher-riding SUVs, and the increased use of motor vehicle bright LED lights that appear to be leading to more cyclist and pedestrian fatalities at night.

At the same time, the District cannot just point fingers at national trends when it itself has not taken sufficient actions, and, in fact, is backtracking. A critical example is Mayor Bowser's recent statement that she plans to "balance" the need for a CT Ave. bike lane with the desire of businesses not to reduce parking in commercial corridors, effectively halting work on the current bike lane design after years of planning by DDOT and other District officials. DPW has also been slow to deploy assets to clean up bike lanes and to ticket vehicles parked in such bike lanes, as they had promised the BAC that they would do and which is part of DPW mandate. Similarly, MPD appears reluctant to hold drivers accountable for traffic violations that have resulted in the death or severe injury of cyclists except in the most egregious circumstances, and only engaging in perfunctory investigations in many cases.

The District's reluctance to take positive actions is particularly galling to Capitol Hill residents. As you may remember, Mayor Bowser put off the Maryland Ave NE improvements for years after a design was finalized. When finally put in place, the changes have proven to make the street much safer and have been accepted by drivers and are quite popular with residents.

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

The BAC's main challenges are related to capacity. As an all-volunteer council, the BAC lacks the time and infrastructure to address every significant biking-related issue in the district. However, there are grounds for optimism. In particular, the BAC has been rejuvenated as

nearly all of the vacant seats have been filled, and committees were re-established. Challenges remain, however, including the use of frequent turnover and loss of institutional knowledge of part-time administrative assistants. Finally, the BAC faces significant challenges in assisting DDOT and the District of Columbia in the realization of the safety goals envisioned by Vision Zero. Given the ever-evolving and modernizing transportation system, providing recommendations on bicycle-related transportation matters requires constant vigilance and learning which again, can prove challenging as a volunteer-based council.

**8. Please describe the state of bicycle infrastructure and safety in the District. What is the BAC's assessment of the progress on the Mayor's Vision Zero program, specifically as it relates to bicycle users, in FY23 and FY24, to date?**

While significant progress has been made in constructing protected bike lanes across the district, challenges persist. Some projects, like the Connecticut Ave bike lane, have experienced redesigns or delays, with funding and staffing capacity identified as major contributing factors. Despite improvements, Vision Zero has shown minimal progress, with 2023 being reported as the deadliest year for traffic deaths in DC since 2007. The lack of fully accurate and accessible information, especially regarding injuries, remains a challenge and doesn't appear to be a priority.

Additionally, although bicycle infrastructure has seen improvements, the safety culture has not advanced, and death and injury rates have either remained static or worsened. In addition, there are other challenges with respect to infrastructure. In Anacostia, for example, and particularly in Ward 7, there is a lack of bike shops, posing a barrier to bicycle ownership and maintenance. Such issues can be addressed by creating additional incentives to open bicycle shops, and furthering DDOT's already strong efforts to expand the Capital Bikeshare program in Wards 7 and 8.

**9. Please identify the BAC's top recommendations for improving bicycle infrastructure and safety in FY24. How does the BAC consider furthering racial equity when developing recommendations?**

The BAC's top recommendations for improving bicycle infrastructure and safety in FY24 include:

1. Placing a high priority community engagement, especially in areas with the highest traffic fatalities, to address specific issues faced by diverse groups and ensure the effectiveness of equity initiatives.
2. Continuing to pursue more protected bike lanes. While the District has made progress, more such bike lanes are needed, and as noted above, a number of key projects, such as the bike lane on Connecticut Avenue, have been delayed with little explanation provided.
3. Continuing to pursue a much greater number of red light and speed cameras. While the number has increased, most dangerous intersections and streets still lack such cameras. At the

same time, efforts should be undertaken to seek to ensure that there are options for poorer residents to pay fines by taking driver education and other measures.

4. Continuing to pursue ticket reciprocity with Maryland and Virginia to enhance regional cooperation on traffic-related issues.
5. Promoting the default inclusion of protection for all new bike lanes, following established best practices, and ensuring a minimum width of 5 feet in each direction.
6. Distributing new bike lanes strategically across the district, prioritizing not only areas with existing high cycling numbers or strong advocacy but also addressing the most dangerous intersections and neighborhoods with minimal or no existing infrastructure.
7. Recognizing the need for the next phase of infrastructure development, emphasizing the separation of mixed modes of transportation to enhance safety outcomes.

Many of our recommendations have concurrent goals of furthering racial equity by allocating resources to often-disadvantaged neighborhoods in the District, which tend to be home to racial minority groups. The BAC takes seriously the need to further racial equity with regards to bike infrastructure and therefore places a strong priority on developing infrastructure in underserved neighborhoods before making improvements to existing infrastructure.

**10. Please describe the BAC's goals for the remainder of FY24 and FY25. How do these goals account for or further racial equity in the District?**

The BAC's goals for the remainder of FY24 and FY25 include:

1. Advocating for the construction of more infrastructure throughout the District, particularly in areas with high traffic fatalities such as Wards 7 and 8. This emphasis on equitable distribution aims to ensure racial equity in access to safe biking facilities, encompassing protected bike lanes and improved crosswalks and safety infrastructure.
2. Advocating for the expansion of the Capital Bikeshare program by adding stations in low-income areas and locations with insufficient coverage, promoting accessibility and inclusivity.
3. Advocating for the enhancement of maintenance practices for existing bike infrastructure, addressing the need for regular upkeep and ensuring the longevity and safety of current facilities.
4. Focusing our advocacy efforts on upgrading bicycle access and infrastructure across all areas of the District, with a specific emphasis on areas characterized by low bicycle participation but significant need. This approach aims to improve overall accessibility and safety.
5. Implementing short-term goals, such as continuing to press for the improvement and maintenance of existing infrastructure by DPW, and exploring the potential expansion of programs, such as an "adopt-a-highway" initiative, to include bicycle trails, tracks, and lanes.
6. The BAC began looking into what we feel will be a major issue in the future—conflicting demands of non-vehicle transportation users. We now have electric scooters and bikes, as well as human powered bikes using our streets and wonderful and expanding bike lanes. The more bike lanes—both protected and non-protected—the more people should and will use them.

Several BAC members complain of conflicts; others say this is just growing pains. We have gently begun examining this issue.

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

The collaboration between the BAC and the other two safety-oriented Councils is a notable high point for 2023. Members of the Pedestrian and Multimodal Accessibility Councils now regularly attend BAC meetings, and we collaborate on all relevant issues. Of particular note in this regard was the Joint Statement of the BAC, PAC and MMAC relating to specific measures that need to be taken to put the District back on track with meeting its Vision Zero goals.

As discussed above, the three committees are examining ways to pool our resources to better function in a joint manner. These discussions are only beginning, however, but could show real promise.