

The Committee on Transportation and the Environment will hold its performance oversight hearing for the District Department of Transportation, the Bicycle Advisory Council, the Multimodal Accessibility Advisory Council, and the Pedestrian Advisory on **February 9, 2024, from 9:30 am-6 pm**. In preparation for the hearing, attached to this email is a set of pre-hearing questions for your respective council. Please submit responses to these questions by the close of business on **Monday, February 5, 2024**.

A. GENERAL

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

- a. The member's name;
- b. The ward, agency, or organization the member represents (if applicable);
- c. Who appointed the member;
- d. When the member's term expires; and
- e. The member's attendance record

Member	Representing	Appointed By	Term Expiration	2023 Attendance	2024 Attendance
Karthik Balasubramanian	Mayoral	MOTA	12/16/24	12/12	1/1
Kelly Mack*	Mayoral	MOTA	12/16/25	8/12	1/1
Helen Urquhart	Mayoral	MOTA	12/16/24	6/12	1/1
Naomi Hess**	Mayoral	MOTA	1/16/26	N/A	1/1
Thomas Mangum	Mayoral	MOTA	12/16/23	2/12	1/1
Zackary Smith	DDOT	Agency Rep	Not Applicable	12/12	1/1
Susie Mc-Fadden-Resper	ODR	Agency Rep	Not Applicable	Not Applicable	0/1
Stephanie Franklin	ODR	Agency Rep	Not Applicable	Not Applicable	0/1
Clarence "Buddy" Moore***	Mayoral	MOTA	12/16/23	12/12	N/A

* Kelly Mack was appointed in December 2023

** Naomi Hess was appointed in January 2024

** Clarence "Buddy" Moore term expired in December 2023

2. Please provide a list of any vacant MAAC 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.

Vacancy	Appointment	Requirements	Length of Vacancy
Community Member	MOTA	MOTA	December 2023

3. Please provide a list of the MAAC's meeting dates, times, and locations for FY23 and FY24, to date.

(MAAC Meetings are the second Wednesday of each month from 5:30-7:00 pm)

- January 11, 2023, 5:30 – 7:00 PM (Virtual)
- February 8, 2023, 5:30 – 7:00 PM (Virtual)
- March 8, 2023, 5:30 – 7:00 PM (Virtual)
- April 12, 2023, 5:30 – 7:00 PM (Virtual)
- May 10, 2023, 5:30 – 7:00 PM (Virtual)
- June 14, 2023, 5:30 – 7:00 PM (Virtual)
- July 12, 2023, 5:30 – 7:00 PM (Virtual)
- August 9, 2023, 5:30 – 7:00 PM (Virtual)
- September 12, 2023, 5:30 – 7:00 PM (Virtual)
- October 11, 2023, 5:30 – 7:00 PM (Virtual)
- November 8, 2023, 5:30 – 7:00 PM (Virtual)
- December 13, 2023, 5:30 – 7:00 PM (Virtual)
- January 10, 2024, 5:30 – 7:00 PM (Virtual)

4. Did the MAAC receive funds in 2023, to date? If so, please provide the following:

- a. The amount;
- b. The funding source;
- c. A list of all expenditures; and
- d. A description of how the expenditures furthered the MAAC's mission.

We received \$10,000 from the Government of DC, and we spent a total of \$3,424.00 last year. Our primary expenses were administrative support from Bushira Musa and Neha Bhanot. \$390 was used to pay assistant Bushira Musa. \$1485 was used to pay assistant Neha Bhanot. Assistants attend meetings, do various administrative duties, and website management. The balance was spent on software packages and office materials. Specifically, \$1549.234 was used for the Google Workspace Account, Hubspot, Speechify, and creating Braille business cards. Google Workspace is used for administrative duties, scheduling meetings and hosting meetings. Hubspot is used to edit and maintain the website. Speechify is used as a text to speech app. Lastly, Braille business cards were created for members who requested them. These

expenditures furthered the MAAC mission as we are able to reach more people due to our online presence, using google workspace allows for reliable communication. Administrative assistance has helped coordinate with all members and outside contributors.

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

We were short-staffed for much of the year, but as of January 2024, we can now reliably reach a quorum. We were able to pass a joint MAAC/BAC/PAC statement on reckless driving, and we have also adopted the framework of a report card we hope to publish this year:

www.maacdc.link/Report_Card_Data

6. The MAAC's three biggest accomplishments in FY23 and FY24, to date; and

- a. Provided feedback to DDOT initiatives: 11th St SE / I-695 Highway Widening capital project, permitting during construction (Traffic Control Plans), Safe Accommodations violations and reporting (Public Space Inspections). PaveDC prioritization, Bus Priority, Micromobility Permitting, Sidewalk Gap Analysis, and Evacuation Planning
- b. District of Columbia Equity and Accessibility Report Card
www.maacdc.link/Report_Card_Data
- c. Re-launch of Accessible DC website; www.maacdc.org

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

The main challenge the MAAC currently faces is 1 community member vacancy. In a council composed of only 6 community members, a vacancy of 1 community member limits the reach we have

8. Please describe the state of multimodal user accessibility, infrastructure, and safety in the District.

- a. What is the MAAC's assessment of the progress on the Mayor's Vision Zero program, specifically as it relates to persons with disabilities, in FY23 and FY24, to date?

The state of accessible transportation infrastructure in DC is poor

People outside motor vehicles are much more vulnerable to death and injury given that they do not have a metal box surrounding them. People with disabilities are even more vulnerable than pedestrians. And our street system is not designed and managed for people with disabilities to access transportation options equitably. For example, audible walk signals are installed on a tiny fraction of intersections in the district. Similarly, wheelchair users require curb-cuts to access the sidewalk at pickup and drop off zones (PUDOs). But DDOT does not design PUDOs in the middle of blocks with a curb cut. A third in the litany of examples that we can elucidate: the relentless prioritization of private car parking over the movement of Metrobus and Circulator buses is incredibly frustrating to all people who rely on public transit. But because

busses are far more accessible than any other form of transportation in the district, people with disabilities are punished the most from this backwards prioritization. This is even more stark when considering the fact that people with disabilities are twice as likely to not own a car,

Vision Zero has been a failure

The goal of Vision Zero is defined as having zero deaths or injuries on our roads. Last year, 35 people died and we had over 1,100 injuries on our roadways. Objectively, the vision zero program can be described as nothing other than a failure. While we applaud DDOT for taking small steps in the right direction of making streets safer for vulnerable road users, we remain perplexed and saddened at why DDOT continues to move forward with unsafe roadway designs.

For example, DDOT's 11th St SE highway widening project makes a mockery of DDOT's own safety, accessibility, affordability, reliability, and sustainability goals. This project increases the pedestrian crossing distances by over 33% at two already dangerous intersections. And by increasing the crossing distance at an already harrowing intersection, DDOT's highway team is creating an actively hostile intersection even more dangerous and unwelcoming to people living with disabilities. This is a slap in the face to every wheelchair rider, every visually impaired resident, and every hard of hearing resident in our district. Furthermore, people with disabilities are more than twice as likely to live in households without a car. This is shamefully shifting more of the traffic violence burden onto our most vulnerable residents. Similarly, by creating even more infrastructure that is only available to people who can afford cars, DC is short-changing its own transit priority networks that the over 35% of DC's households who don't have a car rely on. This disparity is even more stark for households who live in Wards 7 and 8. Additionally, the induced demand for car use will clog up our already congested streets. This increases the number of superfluous car trips that are blocking our bus lanes contributing to failing and otherwise poor grades for our bus network. And finally, we know that more cars = more pollution = more debilitating health effects. This design induces even more cars to be dumped into DC, causing significant polluting particulate matter to be spewed into our city, especially from out of state drivers. Among so many other maladies, this pollution increases rates of dementia.

We know what works. Every single one of deaths and injuries could have been prevented with some combination of policies. These policies range from better engineering of our roadways, better enforcement of our laws, and better education of roadway users (also known as the three "E"'s of street safety.

There are some policies that other cities that have achieved Vision Zero have pursued, that the District government is either not pursuing at all or is not pursuing with the urgency required to prevent death and injury on our streets. These include simple fixes to our infrastructure, such as mandating that DDOT proactively and urgently install hardened "daylighting" infrastructure, especially at its most dangerous intersections, which DDOT itself has identified through its "High Injury Corridors" study. Throughout this year, we will continue work to compile a list of policy fixes that we believe should be put into place so that people living with disabilities can move around the district safely, reliably, affordably, and conveniently.

9. Please identify the MAAC's top recommendations for improving multimodal user accessibility, infrastructure, and safety in 2024. How does the MAAC consider furthering racial equity when developing recommendations?

Accessible transportation networks benefit everyone. For example, bus systems are the most effective and efficient way to transport people with disabilities. And bus systems are relied upon disproportionately by people who do not own cars, who themselves are disproportionately people of color. For example, over 40% of Ward 8 did not own a car in 2018. We aim to compile a more comprehensive set of recommendations over the course of the year,

Engineering

1. Expand the number of audible walk-signals in the district
2. Immediately install permanent daylighting infrastructure at the most dangerous intersections in the District.
3. Institute immediate road-diets on the most injury prone roads in the district
4. Ensure that bicycles and scooters have dedicated road space off the sidewalks, especially in dense parts of the city.

Enforcement

1. Get the most dangerous drivers off the street by proactively searching for cars with license plates associated with dangerous moving violations, such as exceeding the speed limit or running stop signs. This would require a significant increase in towing capacity of vehicles. A comprehensive study should be undertaken to understand why our towing capacity is so limited and what can be done to address these bottlenecks.
2. Get cars out of bus lanes proactively. Tow trucks should proactively be bus lanes to ensure smooth operation of our most accessible form of transit in the district.
3. Ensure that micro-mobility companies are able to significantly reduce speeds of bicycles and scooters while the people are riding them on sidewalks. The technology for this already exists

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

Please see www.maacdc.link/Report_Card_Data for key metrics that we hope to measure, track, and hold DC Government accountable for.

11. Please describe any collaboration between the MAAC and the Pedestrian Advisory Council or the Bicycle Advisory Council.

The MAAC chair attends quarterly conference calls with the PAC and BAC chairs, and it is our hope that we are able to expand on our collaboration in the future.