

COUNCIL OF THE DISTRICT OF COLUMBIA
COMMITTEE ON TRANSPORTATION & THE ENVIRONMENT
PERFORMANCE OVERSIGHT PRE-HEARING QUESTIONS
1350 Pennsylvania Avenue, NW, Washington, DC 20004

January 6, 2025

Dear Chair Gorlick:

The Committee on Transportation and the Environment will hold performance oversight hearings on agencies under its purview in February and March of 2025. The performance oversight hearing for the Bicycle Advisory Council is tentatively scheduled for **February 11, 2025**. In preparation, attached is a set of pre-hearing questions for your response. Please submit your responses no later than the close of business on **Monday, February 3, 2025**, in PDF format and *minimize the use of attachments*. If you need to discuss any of the questions, please contact Kevin Whitfield, Committee Director, at (202) 412-3481 or kwhitfield@dccouncil.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Charles Allen", with a stylized, flowing script.

Councilmember Charles Allen, Ward 6
Chair, Committee on Transportation & the Environment

Questions

1. Please provide a list of the Bicycle Advisory Council's ("BAC") current active membership. 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.

DC BAC member's name	Ward represented	Appointing Councilmember	Term expiration date	2024 Attendance Record
Meghan Faulkner	Ward 1	Nadeau	Jan 2026	5/6
David Alexander	Ward 2	Pinto	Application for re-appointment submitted and being processed by CM Pinto.	6/6
Warren Gorlick	Ward 3	Frumin	Mar 2026	6/6
	Ward 4	Lewis George		
John Peconom	Ward 5	Parker	Jul 2026	6/6
Katherine White	Ward 6	Allen	Jan 2026	4/6
Leron Douglas	Ward 7	Gray	Jul 2026	5/6
	Ward 8	T. White, Sr.	Applications were submitted to fill his seat, but he has not appointed anyone to the BAC.	
Anders Pedersen	At-Large	CM Mendelson	Nov 2027	6/6
Kimberly Kennedy	At-Large	R. White, Jr.	Nov 2027	1/2

	At-Large	Bonds	Applications were submitted to fill her seat, but she has not appointed anyone to the BAC.	
	At-Large	McDuffie	Application submitted. Awaiting response from CM McDuffie	
Carrie Ross	At-Large	Henderson	Jul 2026	6/6

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.

The BAC currently has four vacant seats:

- **Councilmember Bonds** (At-large, vacant for 25 months)
- **Councilmember White** (Ward 8, vacant for 8 months)
- **Councilmember Lewis George** (Ward 4, vacant for 13 months)
- **Councilmember McDuffie** (At-large, vacant for 5 months)

For vacancies, individuals residing within the District of Columbia may submit an application to serve on the BAC. Traditionally, councilmembers have appointed individuals residing within their district. For at-large vacancies, applicants must reside within the District of Columbia. Interested individuals should contact the relevant councilmember to express their interest and submit an application. [DC Code 50-1604(b)(2)(A) provides only that “(2)(A) Each community representative shall be a resident of the District with a demonstrated interest in bicycling. See

<https://code.dccouncil.gov/us/dc/council/code/sections/50-1604.html>]

Councilmembers are responsible for formally nominating candidates to fill these vacancies. Nominees must meet the qualifications specified in the BAC’s bylaws, which include a demonstrated interest in bicycling.

3. Please provide a list of the BAC’s meeting dates, times, and locations for FY24 and FY25, to date.

BAC meetings are held from 6:00 PM to 8:00 PM on the first Wednesday of odd-numbered months. These meetings are conducted online via Zoom. Links to the meetings are distributed to the public through the DC-BAC listserv and are posted on the DC BAC website. Below are the meeting dates for FY24 and FY25 to date:

- January 10, 2024
- March 6, 2024
- May 1, 2024
- July 10, 2024
- September 4, 2024
- November 13, 2024
- January 9, 2025

The Facilities Committee meets during even-numbered months. These meetings may be held either online or in person for fieldwork rides, which typically focus on identifying dangerous bike routes or reviewing proposed new bike lanes. These inspections often involve DDOT representatives. The Facilities Committee met on the following dates in 2024:

- February 22, 2024
- April 17, 2024
- June 18, 2024

4. Did the BAC receive funds in FY24 or FY25, 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 BAC's mission.

The BAC received \$20,000 in funding for FY24. This was the only source of funding for the BAC during that fiscal year. The funds were used for administrative purposes, primarily for outreach activities such as maintaining the BAC's website, publicizing meetings, and supporting both full committee meetings and standing committee meetings.

The BAC employs a part-time administrative assistant who handles daily administrative duties. Most of the DC funding was allocated to support her work.

5. Please provide a copy of all official correspondence sent from, or formal resolutions adopted by, the BAC in FY24 and FY25, to date.

In FY24, the BAC adopted a formal resolution in support of the Connecticut Avenue bike lane at the May 1st meeting. A copy of the resolution is [linked here](#).

Additionally, the BAC sent a letter to DDOT advocating for enhanced bike safety and the implementation of protected bike lanes on Q and R Streets NW. A copy of the letter is [linked here](#).

6. Please describe the BAC's activities in FY24 and FY25, to date, including:
 - a. The BAC's three biggest accomplishments in FY24 and FY25, to date; and a status update on the goals identified by the BAC in last year's pre-hearing responses, including what actions, if any, the District government or the BAC took on them in FY24 and FY25, to date.

In terms of accomplishments, at an administrative level, after a period of flux with changing leadership and numerous voting member positions that had not been filled, these issues have largely been resolved. The BAC Chair, Warren Gorlick, has nearly completed his two-year term, with promising current BAC voting members willing to assume the role at the end of his term. At the BAC March 2024 meeting, an election will be held for the BAC Chair position, but a smooth transition process is anticipated.

In addition, most of the voting member positions have also been filled, though there are still four vacant positions. The fact that these positions have not yet been filled is not for lack of trying, as various qualified constituents have approached the Councilmembers with an unfilled BAC vacancy, requesting that the applicable Councilmember appoint them. In this regard, the BAC calls on CMs Bonds, Lewis George, McDuffie and White Sr. to quickly appoint a qualified constituent to the BAC. At various times, the BAC has identified potential qualified candidates.

The BAC has also been successful in re-engaging with the Metropolitan Police Department and the Department of Public Works, two agencies that largely missed the BAC's 2022 and early 2023 meetings, but are now consistently present at BAC meetings and working in a proactive manner with the BAC members. It is also noteworthy that this year, for the first time, the BAC started to engage with the DC Highway Safety Office, which in some cases can be a source of funding for programs focused on safety and outreach. Finally, the BAC has engaged in a constructive manner not only with DDOT staff, but, in addition, two meetings over the past six months with DDOT Director Kershbaum.

The BAC has consistently advocated over the past year for more protected bike lanes, for example, a new bike lane on Q and R Street NW, and the fulfillment of the planned bike lane on CT Ave. NW, as well as bike lanes in other parts of the District. What challenges does the BAC face, if any? Answer: please see No. 7, below]

7. 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 FY24 and FY25, to date?
- It appears to the BAC that progress on bicycle infrastructure has diminished in the past 12 months. A primary example is the failure to move forward on the CT Ave. bike lane, notwithstanding that the DC Council allocated substantial funds for the completion of this project. More generally, while DDOT works on a five-year plan covering 2027-2031, the agency has announced that it will not propose any new bike lanes, let alone undertake even preliminary work on new bike lanes. The BAC is therefore concerned that while work continues to complete approximately 20 miles of current bike lanes in the pipeline, there will be a multi-year gap before any new protected bike lanes are initiated, as new bike lanes do not just design themselves by magic, and substantial engineering, traffic studies and other planning is needed for any new bike lane, none of which is currently happening.
- At the same time, the BAC is cognizant that DDOT's Transportation and Planning Administration, including its Capital Planning and Sustainability Divisions, continues to

do some great work and progress in a number of different areas. This includes but is not limited to the following:

- the large increases in DC's Bike Share program with over 3.7M trips in 2024, a stunning 31% increase from the prior year, which in part reflect the relatively low cost of the Bike Share program in comparison to similar programs in other U.S. cities, and the program's investment in many advanced, 2nd Generation e-bikes;
- DDOT helped 293 residents buy e-bikes this year through their District E-Bike Incentive Program. This allowed many DC residents to reach their destinations. More vouchers will be issued after an application process in February. This program, along with shared mobility programs, exposes residents to the benefits of car-free travel, helping to increase demand for safer streets;
- DDOT also completed the Florida Avenue NE Streetscape Project from 2nd Street NE to H Street NE. This project included Protected Bike Lanes on both the north side and south side of Florida Ave NE. Additionally, bus stop loading platforms throughout the project have been revised to either separated bike lanes or shared bike-bus stops. These improvements to Florida Avenue have created a significantly safer travel corridor for Ward 5 cyclists, pedestrians, and motorists; and
- DDOT this year also completed the Columbia Road bus priority project, which includes a protected bike lane through much of the project. Since Columbia Rd is a major east-west corridor in that area, and has long had a relatively high number of crashes, this has been a welcome addition to the network of protected lanes.

In addition, DDOT is no longer increasing the number of red light and speed cameras, as it did in prior years. Moreover, DDOT, while increasing the number of No Turn on Red signs on numerous intersections, has determined not to implement the SAFE Act's mandate for a universal restriction on all DC roads prohibiting "turn on red" that was to have commenced on Jan. 1, 2025.

The BAC is also concerned about the excessive amount of debris, including broken glass, litter and other debris, which decreases the safety of bike lanes and increases the chances of accidents and injuries. DPW does not seem to take bike lane maintenance as a priority. After great delays, DPW has taken out of inventory approximately eight specialized street sweepers appropriate for bike lanes, but it is apparent that these street sweepers are rarely deployed on a continuous basis, and many cyclists continue to complain about leaves and other debris that are not removed from the bike lanes which DPW is responsible for maintaining

Finally, it appears that Vision Zero and traffic safety is no longer a priority for this DC Administration, as traffic deaths continue to grow in the District. In the 10 years that have passed since the Program was initiated, traffic deaths have risen in all but two years since the initiative was launched. The DC Auditor has found failures to enforce traffic laws and to make significant safety-related changes. The BAC will continue to make recommendations and many DDOT traffic safety experts have responded with proposed changes, but the responsiveness by top administrative officials has been insufficient to address the BAC's concerns and turn the tide on preventable traffic deaths. The hiatus in new bike lanes is only a part of the problem. We need a much greater commitment to safety and leadership on the part of DC top administration.

8. Please identify the BAC's top recommendations for improving bicycle infrastructure and safety in FY25. How does the BAC consider furthering racial equity when developing recommendations?

E-Bikes and the popularity of cycling generally have made cycling for recreation and commuting more accessible and efficient; however, with increased ridership comes additional challenges with respect to safety in the bike lanes and on the roads. As a result, the BAC recommends the following measures:

- Continuing to pursue more protected bike lanes as such bike lanes improve the safety not only of cyclists, but pedestrians and motorists as well. While the District has made progress, the past year, as discussed above, included the stunning announcement that the previously planned CT Ave. bike lane will not be built, and a *de facto* moratorium on new bike lane proposals.
- Resuming progress on red light and speed cameras. As noted above, DDOT has no plans to increase the number of existing cameras at this time.
- Continuing to pursue ticket reciprocity with Maryland and Virginia to enhance regional cooperation on traffic-related issues.
- Implementing a universal No Turn on Red policy on all District intersections as mandated by the DC Council.
- 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.
- Improving DPW's performance with respect to cleaning the bike lanes and removing debris, and ticketing vehicles parked in the bike lanes.
- Prioritizing safer, more affordable, and more sustainable means of transportation above the use and storage of private motor vehicles when there is not sufficient public space to accommodate all uses.
- Creating a greater focus on equity initiatives and to fully hear, discuss, and address community concerns, especially those of longtime residents, so that collectively we can move forward to ensure the safety of all road users; pedestrians, cyclists, and motorists. Right now, just as one example, there is only one bike shop in all of Wards 7 and 8.

9. Please describe the BAC's goals for the remainder of FY25 and FY26. How do these goals account for or further racial equity in the District?

Please see #8 above. As a general matter, the BAC's goals with respect to DDOT are for more and higher quality protected bike lanes to be initiated, enhanced automated traffic enforcement, and implementation of No Turn on Red. With respect to DPW, the BAC seeks better maintenance of the bike lanes by DPW across all wards. Regrettably, on each of these issues, it appears that the District's progress has either stalled or in some cases, the District has in fact reneged on its prior commitments. This BAC will lead the call to rejuvenate progress in each of these areas in 2025.

10. 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 2024. Members of the Pedestrian and Multimodal Accessibility Councils now regularly attend BAC meetings, and we collaborate on all relevant issues, and we will consider whether joint working sessions between the Councils are desirable and feasible.

The BAC continues to see ways to enhance collaboration with the other Councils even further in 2025.