

**2022 Performance Oversight Pre-Hearing Questions
Multimodal Accessibility Advisory Council**

A. General

1. *Please provide a list of the Multimodal Accessibility Advisory Council’s (“MAAC”) current members. 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	FY22* Attendance	FY23* Attendance
Karthik Balasubramanian**	Ward 6	MOTA	12/16/24	Not applicable	3/3
Lucius Thomas Mangrum	Ward 6	MOTA	12/16/23	4/7	0/3
Buddy Moore	Ward 1	MOTA	12/16/23	7/7	3/3
Helen Urquhart	Ward 3	MOTA	12/16/24	5/7	2/3
Zachary Smith***	DDOT	Agency Rep	Not Applicable	Not Applicable	3/3
Susie McFadden-Resper***	ODR	Agency Rep	Not Applicable	Not Applicable	3/3
Stephanie Franklin***	OHR	Agency Rep	Not Applicable	Not Applicable	0/3

*There were seven meetings in FY22 and three meetings in FY23 to date.

**Karthik Balasubramanian was appointed to the MAAC in FY23. He has attended all meetings since his appointment.

*** Appointed in FY 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 #5	MOTA	MOTA	12/16/22
Community Member #6	MOTA	MOTA	12/16/22

As can be seen, the MAAC has 2 community vacancies. We would like to fill these vacancies with candidates as soon as possible. However, MOTA must process these applications, with the last successful application taking over 8 months to process. It is our

fervent hope that the current vacancies can be filled in a more expeditious manner than the most recent vacancy was filled.

3. *Please provide a list of the MAAC'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.*

- October 13, 2021, 5:30 – 7:00 PM (Virtual)
- November 10, 2021, 5:30 – 7:00 PM (Virtual)
- February 9, 2022, 5:30 – 7:00 PM (Virtual)
- May 11, 2022, 5:30 – 7:00 PM (Virtual)
- June 8, 2022, 5:30 – 7:00 PM (Virtual)
- July 13, 2022, 5:30 – 7:00 PM (Virtual)
- September 14, 2022, 5:30 – 7:00 PM (Virtual)
- November 30, 2022, 5:30 – 7:00 PM (Virtual)
- January 18, 2023, 5:30 – 7:00 PM (Virtual)
- February 8, 2023, 5:30 – 7:00 PM (Virtual)
- Regularly Scheduled MAAC Meetings are the second Wednesday of the month from 5:30-7:00 pm.

4. *Did the MAAC receive funds in FY 2022 or FY 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.*

The MAAC operates with the understanding that it will receive funding at the beginning of each fiscal year that totals \$10,000 from the District of Columbia. The MAAC's FY 2022 expenditures totaled \$1,216.39. In FY 2022, the MAAC's expenditures consisted of payments to its former administrative assistant. The person in this position was responsible for meeting preparation including keeping meeting minutes, posting meeting agendas, posting information on the MAC website, and social media such as sharing items on Twitter. She also provided technical support for electronic meetings.

No funds have been expended yet in FY 2023.

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

Please see the attached Georgetown Sidewalk Extension Report.

We anticipate that the MAAC in calendar year 2023 will be more vocal through the use of resolutions and official correspondence.

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

- i. Shared our feedback to speakers from various branches of DDOT
 - ii. Represented the MAAC in the DDOT Major Crash Task Force meetings
 - iii. Represented the MAAC at BAC and PAC meetings
- b. *A status update on the following goals previously identified by the MAAC, including what action, if any, the District government and the MAAC took on them in FY 2022 and FY 2023, to date:*
- i. *Launching the Accessible DC website;* – currently this is not operational but our hope is that we can reboot this site over the coming year.
 - ii. *Organizing opposition to autonomous vehicles and related pilot programs;* – no action was taken on this front; this goal will be reassessed for this new MAAC term
 - iii. *Sharing best practices for managing limited curb space shared between pedestrians, bikers and other micromobility users, personal automobiles, and paratransit vehicles;* – we continued to share our concerns with DDOT representatives about the accessibility (or inaccessibility) of curbs on streets in the District. For example, we impressed on DDOT the necessity of having curb cuts mid-block for accessible Pick Up and Drop Off (PUDO).
 - iv. *Increasing community and stakeholder attendance at MAAC meetings;* – our hope is that we can increase future public engagement in this next year
 - v. *Evaluating efforts to prevent dockless scooters from being discarded on sidewalks and curb cuts.* – we shared our perspective on the necessity of keeping scooters off the sidewalks, perhaps with technology, both while they are in operation and also while they are not being ridden.

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

The main challenge the MAAC currently faces is 2 community member vacancies. In a council composed of only 6 community members, a vacancy of 2 community members is a significant drag on our ability to operate.

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 FY 2022 and FY 2023, 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 general 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 only 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 people who rely on public transit. But because buses 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.

DC's Vision Zero efforts have been a near-total 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 near 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 already harrowing intersections, 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 are used by the [35% of DC's households](#) who don't have a car to 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 from Maryland and Virginia 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 sincerely hope that DDOT's engineers will start empathizing with and designing for wheelchair users. One way that they can achieve this, is perhaps a statutory requirement for DDOT engineers to traverse intersections they are working on in a non-motorized wheelchair, blindfolded, and earplugged to experience for themselves the dangerous and fear that people with disabilities face. They can also experience the short time they have allotted for crossing the street.

We know what works. Every single one of the tragic 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 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 FY 2023. 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, but here are some that we have already surfaced in our first two meetings of the 2023 calendar 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. The MAAC will be tracking the number of hardened daylighting infrastructure installations at all intersections on High Injury Corridors. We believe that metric currently stands at 0%
3. Install scooter corrals at every block in the central business district to get parked scooters off the sidewalk.
4. Institute immediate road-diets on the most injury prone roads in the district
5. 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 by 20 mph or more or running red lights / 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 be proactively deployed to bus lanes to ensure smooth operation of our most accessible form of transit in the district.
3. Ensure that micro-mobility (scooter) companies are able to significantly reduce speeds of scooters while the people are riding them on sidewalks. The technology for this already exists, and we just need to authorize DDOT to require this technology in future permitting processes

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

We hope that this year, we can gain a comprehensive understanding of how (in)accessible our transit system is factored into the design and management of DC's transportation network. Throughout this fact gathering process, we will discuss ways that the various government entities can better ensure that people with disabilities are mobile across the District in a safe, affordable, reliable, and convenient way. Accessible transportation networks benefit everyone.

Recognizing that people of color are often underrepresented in meetings of bodies like the MAAC, we will make a significant effort to increase public participation in communities of color. More generally, it is our hope that we can publicize our meetings more broadly so that more people are aware of the MAAC's work.

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.

We deeply appreciate our voices being heard on these important matters. This testimony was adopted unanimously by the three community members present at the February 8, 2023 meeting (of the four currently serving on the MAAC):

Karthik Balasubramanian, Chair
Clarence "Buddy" Moore
Helen Urquhart