

Performance Oversight Questions
Pedestrian Advisory Council
FY 2014 – FY2015 (to date)

1. Please provide a list of the Council’s current members. For each member, please provide the following:
- The member’s name
 - The Ward, agency or organization the member represents
 - Who appointed the member
 - When the member’s term expires
 - Attendance record

D.C. Pedestrian Advisory Council Membership & Meeting Attendance				
Member’s Name	Representing	Appointed By	Term Expiration	2014 Attendance Record
Gerald Wall*	Chairman	Mendelson	1-27-2018	NA
Jason Broehm	At-Large (Bonds)	Mendelson	7-12-2015	91%
Marlene Berlin**	At-Large (Catania)	Catania	2015	100%
Jessica Tunon***	At-Large (Silverman)	Catania	7-11-2017	86%
Tony Goodman	At-Large (Grosso)	Grosso	6-14-2016	82%
George Tobias	At-Large (Orange)	Orange	7-11-2015	100%
Ben Welle	Ward 1	Graham	7-12-2015	45%
Will Stephens****	Ward 2	Evans	2-11-2017	78%
Eileen McCarthy	Ward 3	Cheh	9-10-2015	100%
Gwen Cofield†	Ward 4	Bowser	12-6-2016	70%
Reginald Alston‡	Ward 5	McDuffie	3-18-2017	44%
Vira Sisolak§	Ward 6	Wells	2014	100%
Sonia Conly¶	Ward 6	Wells	6-20-2017	71%
Robin Murphy	Ward 7	Alexander	8-19-2016	82%
VACANT	Ward 8	VACANT	NA	NA
George Branyan	DDOT	-	NA	91%
Terry Thorne	MPD	-	NA	36%
Chris Shaheen	OP	-	NA	27%
Franklin “Skip” Chrisman	DCPS	-	NA	0%
VACANT	DPR	-	NA	NA

* Appointed January 27, 2015
** Resigned July 2014
*** Appointed June 2014
**** Appointed February 2014
† Appointed December 2013
‡ Appointed March 2014
§ Term expired June 2014
¶ Appointed July 2014

2. Please provide a list of the Council's meeting dates, times, and locations for FY 2014 and FY 2015 to date.

Full PAC: Monday, November 25, 2013, 6 p.m., 441 4th Street NW
Full PAC: Monday, January 27, 2014, 6 p.m., 441 4th Street NW
Full PAC: Monday, March 24, 2014, 6 p.m., 441 4th Street NW
Full PAC: Monday, May 19, 2014, 6 p.m., Southeast Library, 403 7th Street SE
Full PAC: Monday, July 28, 2014, 6 p.m., 441 4th Street NW
Full PAC: Monday, August 25, 2014, 6 p.m., 441 4th Street NW
Full PAC: Monday, September 22, 2014, 6 p.m., 441 4th Street NW
Full PAC: Monday, October 27, 2014, 6 p.m., 441 4th Street NW
Full PAC: Monday, November 24, 2014, 6 p.m., 441 4th Street NW
Full PAC: Monday, December 22, 2014, 6 p.m., 441 4th Street NW
Full PAC: Monday, January 26, 2015, 6:30 p.m., 441 4th Street NW
Full PAC: Monday, February 23, 2015 scheduled, 6:30 p.m., 441 4th Street NW
PAC Walking Environment Committee: Monday, October 23, 2013, 6 p.m., 2014 P Street NW
PAC Walking Environment Committee: Monday, December 16, 2013, 6 p.m., 1100 4th Street SW
PAC Walking Environment Committee: Monday, February 24, 2014, 6 p.m., 441 4th Street NW
PAC Walking Environment Committee: Monday, April 28, 2014, 6 p.m., 441 4th Street NW
PAC Walking Environment Committee: Monday, June 23, 2014, 6 p.m., 441 4th Street NW
PAC Enforcement and Education Committee: Monday, December 9, 2013, 6:30 p.m., 501 New York Ave. NW
PAC Enforcement and Education Committee: Monday, February 10, 2014, 6:30 p.m., 501 New York Ave. NW
PAC Enforcement and Education Committee: Monday, April 14, 2014, 6 p.m. 510 New York Ave NW
PAC Enforcement and Education Committee: Monday, June 9, 2014, 6 p.m. 510 New York Ave NW

3. Did the Council receive funds in FY 2014? If so, please provide the following:
- The amount of the funding
 - The source of the funding
 - A list of all expenditures
 - A description of how these funds furthered the Council's mission

In FY 2014, the D.C. Pedestrian Advisory Council (PAC) received funds from the D.C. Council in the amount of \$10,000.

List of Expenditures

May 2014: \$1,990.00 total
\$1,890.00 for payment to Policy/Administrative Associate
\$100.00 for payment for website consultation

August 2014: \$76.98 total
\$76.98 payment for digital voice recorder

September 2014: \$2,340.00

\$1,650.00 for payment to Policy/Administrative Associate

\$650.00 for payment to Policy/Administrative Associate

\$40 for printing of business cards for PAC member

Total expenditures for FY 2014: \$4,406.98

These funds permitted the PAC to hire a Policy/Administrative Associate mid-way through FY 2014. The Associate maintains the PAC website; takes notes at PAC meetings, drafts meeting minutes and posts them to the website; writes informational blogs for the website; and assists with drafting PAC testimony for hearings.

4. Please describe the Council's activities in FY 2014.

In FY 2014, the PAC:

- Advocated for an additional \$28 million in funding to address the backlog in sidewalk repairs;
- Coordinated with MPD on pedestrian safety actions at several signalized and unsignalized crosswalks around the city;
- Attempted to obtain more current and accurate crash data information through discussions and correspondence with DDOT, MPD and EMS;
- Received several briefings from experts to learn about topics of interest, including:
 - Susie Cambria, DC budget process, March 24, 2014
 - Kirsten Oldenburg, ANC6B sidewalk survey, April 28, 2014
 - Earl Eutsler, Urban Forestry Administration, tree canopy, April 28, 2014
 - Wasim Raja, DDOT, signal optimization, February 24, 2014
 - Sam Zimbabwe, Colleen Hawkinson, Move DC, June 23, 2014
 - Faisal Hameed, DDOT, NEPA process, July 28, 2014
 - Sam Zimbabwe, moveDC, November 24, 2014;
- Hired a new Program/Administrative Associate;
- Published two dozen informational blogs on the PAC website on topics including:
 - sidewalk repair funding
 - national reports on walking
 - moveDC
 - safe accommodations in construction zones;
- Testified at hearings on various topics, including:
 - moveDC
 - photo enforcement;
- Began discussion with the D.C. Bicycle Advisory Council about sidewalk riding;
- Surveyed PAC members to determine priorities for the year ahead.

5. Please describe the Council's three biggest accomplishments in FY 2014.

Three of the PAC's biggest accomplishments in FY 2014 were:

- Recommending increased funding for sidewalk maintenance, which was included in the budget;
- Coordinating with MPD on more than a half-dozen pedestrian safety actions that contributed to driver and pedestrian education and pedestrian safety;

- Increasing outreach by posting informational blogs, sharing information via social media, and providing testimony from several different PAC members at various DC Council hearings.

6. Please describe the state of pedestrian safety in the District.

The District scores high among U.S. cities for its walkability; however, 300 to 400 pedestrians in DC are struck, and about a dozen of them are fatally injured by motor vehicles each year, according to the District of Columbia Strategic Highway Safety Plan released in September 2014 (see table below). In the area of infrastructure improvements, attention to dangerous streets is uneven, with some corridors extensively redesigned for better pedestrian safety while other busy and notorious intersections remain unimproved. The long-term multi-modal plan move DC puts pedestrians first, but that comprehensive document needs funded action plans to be successful at improving pedestrian safety across the District.

Pedestrians Killed and Seriously Injured in the District, 2009–2013						
	2009	2010	2011	2012	2013	Total
Fatalities	16	14	11	8	12	61
Serious Injuries	287	303	313	362	348	1,613

7. Please describe the Council’s goals for FY 2015 and the plan/timeline for completion.

In FY 2015, the PAC will:

- Continue to coordinate with DDOT on moveDC, with particular attention to the moveDC two-year action plan goal of improving 20 intersections. As part of this initiative, we will study a variety of design techniques, such as implementing Leading Pedestrian Intervals, eliminating three-legged crosswalks, enhancing crosswalk striping, adding medians and curb extensions, and improving lighting;
- Continue working with MPD and DDOT on officer and automated enforcement;
- Track progress of the sidewalk repair system and use of the additional funding provided for sidewalk maintenance;
- Increase outreach to ANCs and community groups.

8. What challenges does the Council face?

While the PAC functions fairly smoothly, the busyness of members competes with their ability to equally participate in PAC meetings, working groups and opportunities to reach out to community groups and testify before the DC Council. In addition, two positions remain vacant.

9. How does the Council represent and solicit feedback from residents? Please describe:

- What has the Council learned from this feedback?
- How has the Council changed its practices as a result of such feedback?

The PAC solicits feedback from residents in several ways and is seeking ways to improve outreach. The PAC provides time on the agenda of each meeting for public comments. The PAC has switched from meeting every other month to meeting monthly. Residents may

contact the PAC by sending an email to dcpedcouncil@gmail.com. The PAC also announces meetings and shares information via Twitter at @dc_pac. In addition, each ward is represented by a PAC member with personal networks, knowledge, and ANC and other community contacts. Through public comments and emails, the PAC has learned about many dangerous intersections and been able to share concerns with DDOT and MPD representatives. In the future, the PAC plans to hold meetings or visit neighborhoods where residents have expressed concerns about dangerous streets. With the help of the Office of the Chief Technology Officer, the PAC also plans to implement live streaming of its meetings this year to increase awareness about PAC activities. In order to increase communication between the District government and residents, the PAC encouraged DDOT to create an online crowdsourcing tool for soliciting information on dangerous locations as one way to identify intersections for safety improvements. DDOT is currently developing such an online tool.

10. Please provide a copy of all official correspondence sent by the Council in FY 2014 and FY 2015 to date.

Please see the following attached testimony, resolutions and correspondence from the PAC:

Oversight hearing testimony, March 21, 2014

Resolution regarding funding for sidewalk capital investment backlog, January 27, 2014

Budget hearing testimony, April 29, 2014

Letter to MPD requesting public reporting of data, May 6, 2014

Letter to DDOT requesting pedestrian crash data, June 3, 2014

Testimony on moveDC draft plan, June 27, 2014

Comments on moveDC draft plan, July 30, 2014

Testimony on Inspector General's report on automated enforcement, September 24, 2014

Testimony on "Bicycle and Motor Vehicle Collision Recovery Act," September 29, 2014

Testimony at moveDC roundtable, November 21, 2014

11. Last year, the Council listed a series of broad goals for FY 2014. Did the Council achieve each of these goals?

- "Continue to support the expansion of the use of photo enforcement to create a safer environment for walking across the District."
- "Engage with the Mayor, the D.C. Council, and their staff members to follow up on the PAC's recommendation that the FY 2015 Capital Budget include an increase of \$28 million to help DDOT address the backlog of sidewalk maintenance investment needs."
- "Ensure that DDOT assess the District's sidewalks every two years."
- "Continue to improve our communications by further improving our website with more frequent blog posts and by finding opportunities to communicate with ANCs across the city about the PAC and pedestrian safety issues in their neighborhoods."

We have achieved or are making good progress on the first, second and fourth goals. We appear to be having less success with the third item as the initial assessment seems to be progressing slowly.

12. Last year, the Council mentioned that it faced challenges obtaining meeting space at 441 4th Street NW. Have these challenges continued?

Fortunately, these challenges have not continued. We have secured consistent meeting space at 441 4th Street NW.

13. Last year, the Council recommended the following areas as priorities for District actions to improve pedestrian safety in FY 2014. Please provide an update on the status of these matters, including what action, if any, both the District and the Council took on them in FY 2014 and FY 2015, to date.

- Photo Enforcement - The PAC remains supportive of photo enforcement and testified in favor of the program after it came under scrutiny by the Inspector General.
- Sidewalk Maintenance Funding – The PAC successfully advocated for \$25 million in additional sidewalk maintenance funding and is currently pursuing an update on the status of the District’s efforts.
- Pedestrian Crash Data – The PAC requested that crash data be made available to the public in a timely manner. MPD is implementing a new reporting system Mark43, which may make it easier for data to be shared with the public in the future.
- Traffic Signal Timing - The PAC received a report on traffic signal timing in the past year. Unfortunately, DDOT’s citywide overhaul of the signal timing system did not include adding Leading Pedestrian Intervals. In addition, the PAC is concerned that the traffic signal optimization process is leading to reduced “walk” time (as low as four seconds at some intersections) and increased “don’t walk” times, which effectively reduces the amount of time pedestrians have to begin crossing the street.
- MoveDC – The PAC received several reports on moveDC, testified in favor of it and provided extensive comments. The PAC encourages the implementation of the moveDC two-year action plan goal of improving pedestrian safety at 20 intersections, among other pedestrian-focused areas of the plan.

14. Please identify the Council’s top recommendations for the District’s priorities related to pedestrian safety in FY 2015.

The PAC recommends that District priorities include:

- Implementing moveDC’s two-year action plan goal of improving pedestrian safety at 20 intersections;
- Enhancing traffic enforcement through automated photo enforcement and officer enforcement;
- Improving public access to crash data;
- Establishing criteria for prioritizing sidewalk repairs and making this transparent to the public.

15. Please provide any recommendations for how the District government can further improve pedestrian safety.

The District has created the long-term multi-modal plan moveDC that prioritizes pedestrians. Identifying funding and implementing moveDC’s first two-year action plan would be an important first step to improving pedestrian safety and access. Creating better infrastructure, increasing traffic enforcement, and educating police officers and the public on pedestrian right-of-way rules would also enhance pedestrian safety.



District of Columbia Pedestrian Advisory Council

Testimony by Marlene Berlin
Vice Chair
District of Columbia Pedestrian Advisory Council

D.C. Council Committee on Transportation and the Environment
Oversight Hearing on the Pedestrian Advisory Council

March 21, 2014

Chairman Cheh and members of the Committee, I am Marlene Berlin, the Vice Chair of the Pedestrian Advisory Council (PAC), which was established in 2010 to advise the Mayor, D.C. Council and D.C. government agencies on pedestrian safety and accessibility. The Pedestrian Master Plan of 2009 provides a good blueprint for what the District needs to do to improve the state of pedestrian safety, and we have focused on its implementation and identifying ways to improve the environment for pedestrians.

I would like to highlight a few of our activities since we testified before the committee last year.

- In February 2013, we hired our first part-time Program/Administrative Associate to support the activities of the PAC;
- In the months that followed, the Program/Administrative Associate supported the PAC in redesigning our website (www.walkdcwalk.org) to be more functional, user-friendly and visually engaging;
- In April 2013, the Insurance Institute for Highway Safety (IIHS) released a city wide poll showing strong public support, among drivers and pedestrians, for automated enforcement. Members of the PAC had recruited staff from IIHS and worked with them over the course of several months to develop the poll of D.C. residents' attitudes toward photo enforcement. IIHS presented the poll results to the PAC before they were released publicly.
- In July 2013, the PAC sent a letter, together with the D.C. Bicycle Advisory Council, to the D.C. Council recommending that D.C. continue with plans to expand the use of cameras to enforce the District's traffic laws;
- At our August 2013 meeting, the PAC decided to form two committees – the Enforcement and Education Committee, and the Walking Environment Committee, which focuses on pedestrian infrastructure – to help the PAC focus on our priorities;
- Following the formation of these new committees, the PAC decided to change our meeting schedule from monthly to every other month with the committees meeting during the other months;

- Last year, I participated in the pedestrian and bicycle working group that provided input on the Strategic Highway Safety Plan;
- At our January 2014 meeting, we approved a resolution recommending that the Mayor include an additional \$28 million in the FY 2015 Capital Budget to address a backlog in sidewalk maintenance (which the PAC learned about from a DDOT presentation in FY 2013) and that the D.C. Council support such an increase. Following approval of the recommendation, I, along with representatives of several other organizations, met with the Mayor's budget staff to discuss this recommendation.
- Following the departure of our first Program/Administrative Associate in fall 2013, in February 2014 we hired a replacement to support our activities going forward.

Despite the progress the District has made over the years toward improving pedestrian safety, tragically, each year pedestrians continue to be struck and killed or injured. Last year, Ruby Whitfield was struck and killed while using the crosswalk in the 1100 block of Florida Avenue NE after leaving a meeting at her church. A HAWK signal has been installed at that location since then, but there are many other places in the city where we could prevent another tragedy like the death of Ruby Whitfield. And just last Joseph Brown was struck while he was walking in the roadway on the Sousa Bridge, apparently because snow had been plowed onto the sidewalk. With fewer DC residents owning cars, prioritizing pedestrians is even more important in 2014 and beyond.

In the year ahead, we intend to continue to support the expansion of the use of photo enforcement to create a safer environment for walking across the District. We plan to engage with the Mayor, the D.C. Council, and their staff members to follow up on the PAC's recommendation that the FY 2015 Capital Budget include an increase of \$28 million to help DDOT address the backlog of sidewalk maintenance investment needs. Related to this goal, we plan to seek to ensure that DDOT assesses the District's sidewalks every two years. We also plan to continue to improve our communications by further improving our website with more frequent blog posts and by finding opportunities to communicate with ANCs across the city about the PAC and pedestrian safety issues in their neighborhoods.

I would like to conclude by thanking you for your leadership in passing the Bicycle Safety Amendment Act of 2013. The legislation includes an important provision improving the protections for pedestrians by requiring that developers provide for safe accommodations for pedestrians and bicyclists during construction. Last year, I experienced a situation near the Van Ness Metro station in which a developer did not provide the required safe accommodation for pedestrians. DDOT tells us that developers often do not understand such requirements or the need for them so we will need to remain vigilant to ensure that developers abide by this law.

Thank you for the opportunity to testify before the committee, and I would be happy to answer any questions you may have.



District of Columbia Pedestrian Advisory Council

RESOLUTION REGARDING FUNDING FOR SIDEWALK CAPITAL INVESTMENT BACKLOG

WHEREAS, at the D.C. Pedestrian Advisory Council (PAC) meeting on June 24, 2013, Sam Zimbabwe, Associate Director of the District Department of Transportation's (DDOT) Policy, Planning and Sustainability Administration, delivered a presentation to the PAC on Pedestrian Infrastructure, Accessibility and Safety; and

WHEREAS, in this presentation, Mr. Zimbabwe stated that DDOT receives approximately 3,000 sidewalk service requests each year at a cost of approximately \$13 million; and

WHEREAS, DDOT is able to complete only about 50 percent of these sidewalk service requests each year; and

WHEREAS, there is a total backlog in sidewalk capital investment needs of approximately \$22-28 million; and

WHEREAS, most of this backlog is on local streets that are not eligible for Federal funding; and

WHEREAS, the *Sustainable DC Plan* calls for expanding safe and secure infrastructure for pedestrians and cyclists in order to reach the goal of increasing walking and bicycling to 25 percent of all commuter trips by 2032; and

WHEREAS, moveDC, DDOT's Multimodal Long Range Transportation Plan, which is being developed, proposes an option in its policy primer that pedestrians should be "the District's highest transportation priority[;]" and

WHEREAS, Age Friendly Cities has conducted focus groups, and DC AARP has conducted a survey, and they have found that the condition of sidewalks are important for older adults to maintain their mobility as they hope to age in place in the District; and

WHEREAS, the Falls Free Coalition has found that poor sidewalk conditions hamper mobility for those recovering from falls; therefore be it

RESOLVED, that the D.C. Pedestrian Advisory Council recommends that the Mayor include \$28 million dollars in his Fiscal Year 2015 capital budget to ensure that DDOT has sufficient funding to address the backlog in sidewalk maintenance investment needs and assess sidewalk conditions every two years; and be it further

RESOLVED, that the D.C. Pedestrian Advisory Council recommends that the D.C. Council approve \$28 million in capital funding to ensure that DDOT has sufficient funding to address the backlog in sidewalk maintenance investment needs and assess sidewalk conditions every two years.

Approved Unanimously on January 27, 2014

District of Columbia Pedestrian Advisory Council

Testimony of Robin Murphy Member District of Columbia Pedestrian Advisory Council

Before the Committee on Transportation & the Environment Council of the District of Columbia

District Department of Transportation (DDOT) Budget Hearing April 29, 2014

Good morning, Chairman Cheh and members of the Committee. Thank you for the opportunity to testify today. I am Robin Murphy, the Ward 7 representative to the D.C. Pedestrian Advisory Council (PAC). I am here to urge you to do something simple that can have a positive impact every day on almost every resident of the District and visitor to the city.

I am urging you to ensure that DDOT receives additional funds to repair sidewalks. Safe sidewalks are important to people of all ages in every neighborhood. Smooth, clear sidewalks help people get to their workplaces and schools, to grocery stores, recreation centers and senior centers, to Metro stops, BikeShare stations or their cars.

Unfortunately, the city has not been able to keep up with sidewalk repairs. According to a report the Pedestrian Advisory Council received from DDOT last year, the city has a backlog of \$22-28 million of sidewalk repairs. This means that bricks dislodged by freezing and thawing ground and concrete slabs lifted by roots are tripping people all across the city. Some complaints are left unaddressed due to a lack of funds. The backlog in sidewalk maintenance puts pedestrians across the District in danger as they try to navigate around real sidewalk defects that go unaddressed for too long.

In January, the Pedestrian Advisory Council unanimously passed a resolution encouraging the Mayor to include \$22-28 million in the capital budget – and the D.C. Council to support this increase – so that DDOT has sufficient resources to address the backlog in sidewalk maintenance. I am including that resolution with my written testimony. We were pleased that Mayor Gray's FY2015-2020 capital budget includes a significant increase for sidewalk maintenance over the next three fiscal years. Specifically, the budget calls for funding sidewalk repair projects CAL16C and CA301C for \$33.5 million in fiscal years 2015 through 2017. This is a great improvement from the \$7.9 million that had been budgeted for these projects previously. I am here today to urge the D.C. Council to follow the Pedestrian Advisory Council's recommendation and support Mayor Gray's proposed increase in sidewalk maintenance funding so that DDOT can finally address the backlog of sidewalk repairs across the District.

Sidewalks that are cracked, broken and incomplete are a hazard to people of all ages and impede the safe passage of people to get to work, school, retail establishments, recreation and public transit in every ward of the city. Fixing sidewalks is a relatively simple way to improve walking in this city – and even to improve living in this city.

Thank you, again, for the opportunity to testify in support of this important funding increase. I am happy to answer any questions you may have.



Heather Edelman <heatheraedelman@gmail.com>

Followup on Crash Data Discussion

Eileen M <myrna38717@gmail.com>

Tue, May 6, 2014 at 4:10 PM

To: "Greene, Lamar (MPD)" <lamar.greene@dc.gov>, michael.bunner@dc.gov, "Thorne, Terry (MPD)" <terry.thorne@dc.gov>, "Ennis, Ralph (MPD)" <ralph.ennis@dc.gov>

Cc: Jason Broehm <jason.broehm@gmail.com>, Marlene Berlin <berlin@mgberlin.com>, Robin Murphy <rmurphytx17@gmail.com>, Heather Edelman <heatheraedelman@gmail.com>, Sharon Bauer <SharonBauer29@hotmail.com>

Dear Assistant Chief Greene,

It was a pleasure to meet with you, Commander Ennis, Lieutenant Bunner, and Sargent Thorne on April 28. As we agreed at the meeting, the Pedestrian Advisory Council has conferred about the PD10 data fields that we would like to see be reported publicly in some form and I'm identifying them below:

Date (Box 1 of PD10 form)
Time (Box 2)
Crash report number (Box 5)
Type of Crash (Box 7)
Location (Box 8)
of persons injured (Box 18)
of fatalities (Box 20)
Age (Box 142)
Taken to Hospital? (Box 144)
Pedestrian Action (Box 199)
Primary Contributing Circumstance (Box 212)
Driver Action (Box 213)
Type of vehicle (Boxes 214-216)

We also would be interested in whether a crash led to an arrest and/or civil citation, but it isn't clear to us how/if that information is captured on the PD10 form. Do you have any thoughts on how to approach this?

As we also discussed at the meeting, we are flexible on the form/frequency public reporting might take, but had looked at MPD's daily email reports on crime and arrests as examples of reports MPD already is able to generate without compromising confidentiality or ongoing investigations; our goal here would be to have crash information that provides similarly timely information for the Pedestrian Advisory Council and public, but again without compromising confidentiality or investigations. If some of the above fields are more problematic than others, we are open to discussing a more limited scope; if there are additional fields that MPD thinks should be captured as well, we would have no objection.

Lastly, we also talked about the possibility of MPD publishing cumulative (monthly or at some other acceptable frequency) information about the numbers of drivers arrested for DUI or DWI. Our understanding is that you will look into what it might be possible to do.

We look forward to hearing from you.

Eileen McCarthy
Secretary and Ward 3 Representative, Pedestrian Advisory Council



District of Columbia Pedestrian Advisory Council

June 3, 2014

Mr. James Cheeks Jr.
Chief, Traffic Signals, Safety, Standard and ITS
District Department of Transportation
55 M Street, SE, 6thFloor
Washington, DC 20003

Dear Mr. Cheeks:

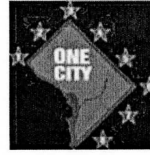
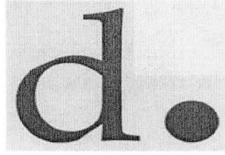
On behalf of the D.C. Pedestrian Advisory Council (D.C. Code § 50-1931), I am submitting a request for data on all motor vehicle crashes in which pedestrians were struck in the District of Columbia during 2011, 2012, and 2013. Please see the attached crash data request form, as required under DDOT's standard operating procedure: <http://ddot.dc.gov/publication/sop-requesting-crash-data>.

Sincerely,

Jason E. Broehm

Chair
D.C. Pedestrian Advisory Council

cc: Mary Cheh, Chair, Committee on Transportation and the Environment
Drew Newman, Committee on Transportation and the Environment
Adam Gutbezahl, Committee on Transportation and the Environment
Jim Sebastian, DDOT Active Transportation Branch
George Branyan, DDOT representative to the D.C. Pedestrian Advisory Council
Marlene Berlin, Vice Chair, D.C. Pedestrian Advisory Council
Eileen McCarthy, Secretary, D.C. Pedestrian Advisory Council
Robin Murphy, Chair, Enforcement and Education Committee, D.C. Pedestrian Advisory Council



STANDARD OPERATING PROCEDURES (2014 VERSION)

FOR REQUESTING CRASH DATA INFORMATION

This document explains the new process to be used to obtain crash data from the District Department of Transportation for the District of Columbia. This process has been put into place to guarantee that the privacy agreements with the Washington, D.C. Metropolitan Police Department (MPD) are fulfilled, all requests are tracked and the performance of the system is maintained.

The Chief Custodian of the DDOT Crash database is the only person that can provide the official crash data for the District of Columbia - due to verification, fatality assessments and reviews that are conducted on the crash data in the database. DDOT obtains crash (accident) data from the MPD for use in traffic studies, safety activities, and for distribution to other government agencies, consultants and the public.

OUTSIDE DDOT APPROVAL PROCESS FOR CRASH DATA REQUESTS

1. The Chief Custodian of the Crash Data shall review each outside request for crash data within one (1) week of submission of the Crash Data Request Form and provide decision pertaining to the crash data request within 15 business days.
2. The Chief Custodian shall review the request and determine the relevance or need for the crash data for the related DDOT project or required information for dissemination.
3. After approval of request, the Chief Custodian will grant the requester the information, log the request and provide the crash data. No personal information shall be provided in the crash data.
4. If access is denied by Chief Custodian, additional documentation/explanation of the need for the data may be submitted for re-consideration.

Federal highway safety laws require the state to create this collision database for use in obtaining federal safety improvement funds. Under Section 409 of Title 23 of the United States Code, collision data is prohibited from use in any litigation against state, tribal or local government that involves the location(s) mentioned in the collision data. By checking the box below, you agree to comply with these terms – failure to do so will be grounds for denying your present or future request.

I hereby affirm that I am not requesting this collision data for use in any current, pending or future litigation against state DDOT involving a collision at the location(s) mentioned in the data.

Name: Jason Broehm Date: June 3, 2014
 Signature: *JCBroel* Phone: 202-210-9239
 Address: 3542 10TH ST NW Email: jason.broehm@gmail.com
Washington, DC 20010



TRAFFIC OPERATIONS ADMINISTRATION

CRASH DATA FILE REQUEST FORM (2014 VERSION)

		Date of Request
Location (s): _____		
Years of Data:		
<input type="checkbox"/>	Latest year	
<input type="checkbox"/>	Latest three years	
<input type="checkbox"/>	Other: (Specify) _____	
Name: _____		
Administration/Dept. _____		
Address: _____ _____		
Telephone/Cell Phone: _____		
Reason for Request: _____		
Related Project /Task: _____		
E-mail address to which data should be sent: _____		
OR <input type="checkbox"/> Blank CD-ROM with self-addressed return envelope enclosed		
Send this completed Request Form by E-mail to: james.cheeks@dc.gov		
Or mail a paper copy of this completed request with blank CD-ROM and return mailer to:		
Mr. James Cheeks Jr		
Chief, Traffic Signals, Safety, Standard and ITS		
District Department of Transportation		
55 M Street SE,		
6th Floor		
Washington, DC 20003		
PLEASE ALLOW 1-2 WEEKS FOR PROCESSING.		



District of Columbia Pedestrian Advisory Council

Testimony of

Jason Broehm

Chair

District of Columbia Pedestrian Advisory Council

Before the

Committee on Transportation & the Environment

Council of the District of Columbia

Public Oversight Roundtable on the MoveDC Draft Plan

June 27, 2014

Chairwoman Cheh and members of the committee, my name is Jason Broehm, and I chair the D.C. Pedestrian Advisory Council (PAC). Thank you for the opportunity to testify on the moveDC draft plan.

The PAC's Walking Environment Committee received a presentation from DDOT on the draft plan earlier this week, but the full PAC has not met since the moveDC draft plan was released earlier this month so we have not had an opportunity to discuss the plan or develop comments.

I would applaud DDOT for its efforts to involve the public in developing this plan. Two of our now-former PAC members served on the moveDC advisory committee, and other PAC members participated in the public involvement process. At our meeting in November 2013, the PAC

received a presentation on the plan from Colleen Hawkinson of DDOT, and we had an opportunity to provide feedback at that time.

Through the moveDC public involvement process, public participants stated strong support – 93 percent – for making pedestrians the District’s highest transportation priority, and the plan calls for the District to “adopt formal policy statements to confirm” this. The draft plan recognizes that “Everyone is a Pedestrian” because “Every trip, whether by bus, bike, car, or train, begins and ends with a walk.” It goes on to state that: “The pedestrian network is the very foundation of our transportation system” and that it “has the potential to reduce traffic congestion, add to the city’s livability, and improve the environment and public health.”

The plan’s vision is for a “livable” and “sustainable” city with “vibrant streets and neighborhoods,” and “cleaner air.” It includes important goals of achieving “75% of all commute trips in the District by non-auto modes” and “zero fatalities and serious injuries on the District transportation network.” This vision and these goals are predicated on creating a safe, accessible, attractive, and enjoyable walking environment across the District.

The Pedestrian Element section of the moveDC plan makes a number of good recommendations, including:

- Providing for safe and convenient pedestrian facilities;
- Creating a pedestrian environment that accommodates people of all ages and abilities;
- Improving the system DDOT uses to prioritize sidewalk maintenance and repair;
- Providing pedestrians with safer street crossings; and

- Expanding the District's photo enforcement system.

Many of these recommendations are in line with the 2009 D.C. Pedestrian Master Plan, which has guided the District government's efforts and the PAC's focus toward continuing to improve the walking environment in D.C.

Overall, moveDC presents an important step forward, and if fully implemented, the recommendations promise to improve conditions for walking across the city. There are certainly opportunities for the plan to be improved further, and hopefully this public comment process will help DDOT make additional improvements. For instance, in the Budget and Prioritization section of the plan, while pedestrians are at the top of the priorities list only sidewalks are listed under capital investment type. This leaves out many other necessary pedestrian features that help pedestrians safely cross the street like Leading Pedestrian Intervals (LPis), HAWK signals, pedestrian refuge islands, and other pedestrian safety features. These are all items that should be included in DDOT's six-year Transportation Improvement Program (TIP) and annual work program development, if they are not already included.

Thank you, again, for the opportunity to testify today.

District of Columbia Pedestrian Advisory Council

Comments of the District of Columbia Pedestrian Advisory Council on the Public Review Draft of moveDC, DDOT's Multimodal Long Range Transportation Plan

Submitted July 30, 2014

Thank you for giving the District of Columbia Pedestrian Advisory Council (PAC) the opportunity to comment on the Public Review Draft of moveDC, DDOT's Multimodal Long Range Transportation Plan.

This plan establishes a strong multimodal vision for D.C.'s transportation future over the next 25 years, and it places an appropriately high priority on meeting the needs of pedestrians. The District is making progress toward creating a safer, more walkable city, and the plan identifies a range of important steps D.C. can take to improve conditions further. If fully implemented, the plan's recommendations promise to further improve conditions for walking across the city.

Prioritizing Pedestrians

The PAC strongly supports the plan's call for prioritizing pedestrians and its recommendation that "[t]he District should adopt formal policy statements to confirm that pedestrians are the District's highest transportation priority." Public input received during the moveDC development process also demonstrated "[s]trong support (93% of participants) for making pedestrians the highest priority[.]"

The plan notes that "[t]he pedestrian network is the very foundation of our transportation system" and that "[e]very trip, whether by bus, bike, car, or train, begins and ends with a walk." By promoting walking, D.C. stands to benefit from less traffic congestion, improved air quality, healthier residents, and more vibrant and livable communities.

The PAC urges that pedestrian accommodation and safety be considered a higher priority for the approval of new District projects than vehicle flow and travel times.

Pedestrian Safety and Accessibility

The PAC's mission is advise the D.C. government on pedestrian safety and accessibility, and we have spent the last four years focusing on various aspects of pedestrian safety and accessibility, including engineering, enforcement, and education. The Foreword section includes an important goal of achieving "zero fatalities and serious injuries on the District transportation network[.]" This follows from The District of Columbia Strategic Highway Safety Plan, which includes concrete steps to improve the safety of pedestrians and all other road users. MoveDC recommends a number of steps that will contribute to a safe walking environment.

1. Sidewalks

The PAC supports moveDC's goal of providing "sidewalks on at least one side of every street and preferably on both sides of every street[.]" We note that this goal appears to be generally consistent with the requirements of DC Code 9-425.01. According to the plan, "[a]pproximately four percent of the blocks in the District have missing sidewalks on one or

both sides of the street[.]” which will require building “at least 127 new miles of sidewalk by locating sidewalks on at least one side of every street in the District.” Members of the public involved in the moveDC development process “expressed strong support (77%), especially respondents from the District, in having sidewalks on both sides of streets.” The plan states the need to create “a pedestrian environment that accommodates people of all ages and abilities” and avoids “[g]aps in the sidewalk system” that would “force pedestrians—including children, seniors, and the disabled— into the street at some locations.”

In addition to safety, the PAC’s mission includes accessibility, and we support the plan’s statement that:

“All sidewalks should be constructed in conformance with the latest ADA Accessibility Guidelines, but also should strive to meet the more robust standards of Universal Design and the Architectural and Transportation Barriers Compliance Board’s proposed accessibility guidelines in the Public Right-of-Way Access Guide for the design, construction, and alteration of pedestrian facilities in the public right- of-way.”

The PAC agrees with the plan’s recommendation that: “DDOT should refine the system for inspecting sidewalks and identifying and cataloging needed repairs for sidewalks that fall within the maintenance responsibility of the District.” (Recommendation A.4) Based on the PAC’s inquiry to date, we believe that DDOT inspects sidewalks too infrequently and lacks a rigorous system to prioritize repairs and reconstruction. In many cases, repairs appear to require residents to report problem locations in order for them to receive attention. The PAC agrees with the plan that “[s]idewalk repairs and reconstruction should be prioritized based on high pedestrian demand and poor walking conditions, requests, and meeting ADA guidelines.”

2. Safe Street Crossings

Providing pedestrians with safe street crossings is of vital importance to pedestrian safety. One concern about the draft moveDC plan is that in places the plan appears to overly rely on sidewalks while neglecting to mention other important improvements like curb extensions, signals, signs, crosswalks, and other facilities that help pedestrians cross the street safely. For instance, Figures 4.3-4.6 list under “Pedestrian” only “Sidewalks on at least one side of every street” while other modes list multiple improvements. Another example is Table 5.6, which lists only sidewalks under capital investment type for pedestrians. This leaves out many other necessary features that help pedestrians safely cross the street like Leading Pedestrian Intervals (LPis), HAWK signals, pedestrian refuge islands, and other pedestrian safety features. These are all items that should be included as high priority Tier 1 investments. The forthcoming action plan should include goals for increasing the installation of LPis and HAWK signals and improving marking and signage at a greater number of uncontrolled crossings.

The PAC is pleased that the plan recommends that “pedestrian crossings should be provided across all legs of an intersection unless a special exception can be clearly justified[.]” (Recommendation A.3) Our only concern is that the term “special exception” is never defined and could be exploited to allow the practice of “closing” one or more crosswalks at intersections. We believe that exceptions should only be made when there is evidence that requiring someone to walk three ways around an intersection, in order to cross the street once, is actually safer than allowing them to cross the street once in the first place.

Crosswalks should not be closed in order to facilitate motor vehicle traffic or to provide more parking spaces.

3. Pedestrian Signals and Timing

Pedestrian signals can help pedestrians safely cross the street as long as they are timed appropriately for pedestrians. Signal cycles that are timed to prioritize motor vehicles can be unsafe and impede accessibility for pedestrians, leaving them too little time to cross the street; similarly, even when overall signal length is adequate, a short pedestrian phase signal length can impede accessibility and unfairly limit the rights of pedestrians.¹ Both the overall pedestrian phase signal cycle and “walk” signal length should be timed to prioritize pedestrian needs. DDOT should explore innovative methods for improving pedestrian access using signal timing techniques. One concern about the plan is that Chapter 4, Section E includes a discussion of optimizing traffic signal operations to “expand person-carrying capacity” but does not mention the importance of considering pedestrians when adjusting signal timing. However, the 2009 Pedestrian Master Plan Update (Appendix P.1) indicates that the District’s new signal timing uses slower walking speeds, which is good for pedestrians, and the PAC supports this. The PAC also supports moveDC’s call for a reduction in the use of pedestrian-actuated signals (Recommendation A.5); the PAC would prefer to see the use of these types of signals minimized.

Appendix P.1 also cites the use of expanding use of Leading Pedestrian Intervals (LPis) – a total of 117 as of December 2013 – which give pedestrians a “walk” signal several seconds before drivers receive a green light so that pedestrians are more visible as they cross the street. The PAC supports the expanded use of LPis across the city, and we urge DDOT to systematically keep track of the locations where they are used.

4. Speed

The PAC agrees with the plan’s direction that “[t]he District should emphasize safety and vehicle speed management in the design of all streets by designing streets to meet the posted speed limit” and “evaluate speed limits in excess of 25 mph to assess the trade-offs between travel time and safety.” Speeding traffic can have deadly consequences for pedestrians so the PAC strongly supports slowing motor vehicle traffic to speeds that are safe for pedestrians. As the plan states, “lower vehicle speeds tend to result in fewer and less severe crashes for all modal users[,]” and “[i]n the case of pedestrians and bicycles, vehicular speeds of less than 20 mph result in significant safety benefits in terms of crashes resulting in fatality or severe injury.”

In addition, we note that Recommendation A-9 calls for DDOT’s traffic calming program to “shift from a policy of neighborhood-requested traffic calming to include standard assessments of where traffic calming is appropriate.” The PAC fully supports this important recommendation. In areas of heavily-populated condominium and apartment

¹ It is important to remember that, under DC Code 50-2201.28(b), a pedestrian’s right-of-way at a signalized intersection is tied to whether or not the pedestrian begins crossing with a “walk” signal: “A pedestrian who has begun crossing on the ‘WALK’ signal shall be given the right-of-way by the driver of any vehicle to continue to the opposite sidewalk or safety island, whichever is nearest.” Short “walk” signal cycles may make it difficult or impossible for pedestrians to comply with the law, particularly if there are significant conflicts with turning vehicles, if there are obstructions in the pedestrian’s path, or if the pedestrian faces mobility challenges.

buildings, it can be difficult to impossible for petitioners to get 75% of households to sign a petition. It also makes good sense – a traffic calming assessment should not require a majority of households to want it; if drivers are traveling too quickly through a neighborhood or otherwise not complying with DC's traffic laws, we should be taking action to stop it.

The PAC urges that reducing speeds, on both major thoroughfares and neighborhood streets, through redesigning our streets (as well as enforcing traffic laws) be made a more prominent goal, and be clearly placed above other factors such as vehicle flow and travel times. There is a great need for significant traffic calming, re-engineering both neighborhood streets and especially arterials like Georgia Avenue, North Capitol Street, Alabama Avenue, 14th Street NW, and Connecticut Avenue NW. While moveDC certainly addresses this, it should go farther in the implementation to clearly indicate that safety considerations are considered more important than vehicle flow and travel times considered in level of service.

5. Enforcement

The PAC has devoted significant attention to traffic enforcement to improve pedestrian safety. The PAC supports expanding the District's photo enforcement program (Recommendation C.2) as a way to ensure that drivers comply with speed limits, red lights, stop signs, and crosswalks, thereby creating a safer walking environment. The evidence has shown that this program has worked in incentivizing compliance across the city.

The PAC has been engaged in an ongoing dialogue with the Metropolitan Police Department (MPD) about officer enforcement of traffic laws and we support continued officer enforcement. We note that the Pedestrian Element portion of the plan states that the District "could benefit from a dedicated traffic enforcement unit" within MPD because it "would have the potential to contribute to further improvements in vehicular, bicycle, and pedestrian safety." The PAC has discussed this issue, but we have not taken a position on the creation of such a unit. We would be interested in seeing the D.C. government conduct an assessment of the experiences in cities that have such a dedicated unit and whether such a change could benefit the District's traffic enforcement efforts.

6. Education

Recommendation C.4 calls for DDOT to "continue its current safety education program." The plan acknowledges that "[t]he twice-annual regional *Street Smart Safety Campaign* continues to be DDOT's principle outreach tool for pedestrian safety education[.]" While the PAC supports *Street Smart*, we would like to see pedestrian safety education expanded and continued throughout the year rather than occur in only two discrete periods of time each year. The plan states that:

"Safety messages specifically related to pedestrians should be broadcast year round through media outlets including radio, TV, online and printed material only in targeted locations (such as the D.C. Department of Motor Vehicles, schools, and the DDOT website). Particular attention should be paid to revising driver education and testing standards."

The PAC believes that such an expansion of pedestrian safety efforts would enhance the District's efforts to truly prioritize pedestrians.

7. Design and Engineering Manual

Recommendation B.2 calls for revising the “DDOT Design and Engineering Manual to better address pedestrian safety” to “incorporate the prioritization of pedestrian safety and accessibility with leading-edge techniques” when it is revised in 2014. According to the 2009 Pedestrian Master Plan Update in Appendix P.1, when the manual was last updated in 2009, most pedestrian safety update recommendations “were not incorporated.”

The PAC supports this recommendation and urges DDOT to present to the PAC about its plans to update the manual before it is finalized.

8. Autonomous Vehicles

There is brief mention in the plan about supporting “autonomous vehicle implementation and connected vehicle research, using D.C. as a test bed for the nation[,]” and it states that “additional study of autonomous vehicles is needed to evaluate things like safety in a complex urban environment.” The PAC agrees that this new technology must be studied closely to ensure that pedestrians are adequately protected.

Pedestrian Investments

PAC is pleased to see in Figure 5.7 that the majority of planned pedestrian investment projects (filling sidewalk gaps), fall under the highest two priority categories – Tiers 1 (\$24 million) and 2 (\$18 million).

Pedestrian Element

The Pedestrian Element section of the plan serves as an update to the 2009 Pedestrian Master Plan, and it makes a number of good recommendations that will help the District realize several important goals: (1) reduce “the number of pedestrian injuries and fatalities;” (2) prioritize “pedestrians in transportation projects;” (3) create “a pedestrian environment that accommodates people of all ages and abilities;” and (4) create “a fully-connected pedestrian network.” The recommendations flow from the recommendations in the 2009 master plan.

Just as the Sidewalk Assurance Act provides a system of prioritization for addressing sidewalk gaps, DDOT should have systems for prioritizing other pedestrian projects, including corridor-level improvements (Recommendation A.2), sidewalk repairs (Recommendation A.4), controlled crossings (Recommendation A.5), uncontrolled crossings and intersections (Recommendation A.6), and traffic calming (Recommendation A.9). In assessing the order in which to address these issues, DDOT should use clear criteria to judge the level of need at each location, and these standards should be available to the public. For instance, streets and intersections with high traffic volumes and faster vehicle speeds as well as locations frequented by transit users, students, older adults, and persons with disabilities should receive special attention. Neighborhood input from ANCs and community groups should receive serious consideration, but the burden of getting dangerous streets and crossing fixed should not fall on residents.

The Pedestrian Element section could be strengthened by explicitly describing how DDOT will collect, maintain and use data – including assessments of existing conditions, the

locations of different types of pedestrian infrastructure, and pedestrian crash data – to drive transportation planning and decision-making. The PAC has found that the Urban Forestry Administration excels at using data, maintaining a detailed inventory of the city’s tree inventory, where dead trees need to be removed, and where and when new trees will be planted. On the other hand, when the PAC asked DDOT to provide the locations of all Leading Pedestrian Intervals (LPIs), we learned that such information was not readily available in a single location.

In other cases, DDOT may have the data but decide not to make it widely available to the public as is the case with pedestrian crash data, which is tightly held and requires members of the public to file Freedom of Information Act-like requests to obtain these data. Consistent with the principles and commitments expressed in the July 21 Mayor’s Order 2014-170 (*Transparency, Open Government and Open Data Directive*) (<http://dc.gov/node/871012>), in the interest of transparency, DDOT should make these data readily available to the public as frequently as possible. For example, New York City recently began publishing daily crash reports as part of its *Vision Zero* plan (see, e.g., <http://www.wnyc.org/story/nyc-opens-traffic-crash-data-finally/>).

Status of Pedestrian Master Plan Progress

Appendix P.1 provides a status report on progress toward implementing the 2009 master plan as of December 2013. The PAC recommends that DDOT post a similar table on its Pedestrian Program website and regularly update it to demonstrate progress toward implementing the recommendations in the master plan and the new Pedestrian Element document.

Conclusion

The PAC appreciates the hard work of many dedicated DDOT employees and members of the public who contributed to a strong moveDC plan. The plan establishes a strong vision for a safer, more walkable city in the years to come. This vision is supported by a series of good goals and recommendations for improving conditions for pedestrians across the city. The key will be ensuring that as many good elements of the plan as possible are implemented. The PAC supports the moveDC plan and will focus our future efforts on working to ensure that the many good pedestrian components in it, and especially the Pedestrian Element, are implemented.

Approved by Unanimous Vote: July 28, 2014



District of Columbia Pedestrian Advisory Council

Testimony of

Jason Broehm

Chair

District of Columbia Pedestrian Advisory Council

Before the

Committee on Transportation & the Environment

and

Committee on the Judiciary & Public Safety

**Joint Public Oversight Roundtable on the Office of the Inspector General's
Report of Special Evaluation on Parking and Automated Traffic Enforcement
Tickets – Part I: Ticket Issuance Practices.**

September 24, 2014

Chairwoman Cheh, Chairman Wells and members of the committees, thank you for giving the D.C. Pedestrian Advisory Council (PAC) the opportunity to testify about the Inspector General's Report on Parking and Automated Traffic Enforcement Tickets. The mission of the PAC is to advise the Mayor, D.C. Council, and District agencies on pedestrian safety and accessibility issues. Members of the PAC represent every ward of the city, and we feel strongly that automated traffic enforcement is essential to pedestrian safety.

The Pedestrian Advisory Council has previously expressed our support for the District's Automated Traffic Enforcement program, and I want to reiterate today that we strongly

support the program because it improves safety on our roads – for pedestrians, bicyclists, and drivers alike. The presence of cameras across the city encourages drivers to slow down, stop at stop signs and lights, and stop for pedestrians in crosswalks. Automated enforcement is a deterrent to unsafe driving, and it helps protect pedestrians from being killed or seriously injured. Police officers cannot be stationed at every intersection at all times. Fortunately drivers who are aware of the potential to receive tickets from speed, red light, stop sign, and crosswalk cameras are more likely to follow the rules of the road, which are intended to protect all road users.

We believe the evidence indicates that automated enforcement has reduced the number of traffic fatalities and has been effective at improving pedestrian safety by reducing dangerous driver behaviors like speeding and running red lights and stop signs. D.C. residents strongly support that the District’s Automated Traffic Enforcement program. Survey results released last year by the Insurance Institute for Highway Safety found that 87 percent of D.C. residents support red light cameras, and 76 percent support speed cameras.

We agree with the Inspector General’s report on three key points. First, it is essential that drivers not receive tickets if they do not violate the law. Photographic or video evidence of a violation must be unimpeachable in order for the automated enforcement program to be effective and accepted by the public as fair and legitimate. The PAC received a briefing by MPD earlier this week, and we feel confident that tickets are being issued fairly.

Second, MPD and DDOT must demonstrate the safety rationale for the location of each automated enforcement camera. This should include consideration of a variety of factors,

including crash data, observations of existing traffic conditions, community concerns, and the professional judgment of transportation safety professionals at MPD and DDOT. The evaluation process should be thorough but not burdensome because we would not want to delay the deployment of automated traffic enforcement units in locations where they are needed to improve pedestrian safety, particularly when they have been requested by community members who are concerned about the safety of their streets. Based on our communications with MPD, we believe that MPD is locating automated enforcement units at locations to improve traffic safety.

Third, the Inspector General's report states that best practices developed by the Governors Highway Safety Association "recommend that to increase program acceptance, revenue generated by an [automated traffic enforcement] program should be placed in a highway safety fund." The report points out that revenue from the District's program is deposited into the District's General fund and may be earmarked by the D.C. Council and used for non-safety purposes. The PAC agrees with the Inspector General and the Governors Highway Safety Association, and we voted unanimously earlier this week to recommend that the Council change this so that revenue from the District's Automated Traffic Enforcement program is dedicated solely to funding traffic safety improvements.

The PAC disagrees with two recommendations made by the Inspector General's report. First, the District should not place restrictions on the total number of traffic cameras and/or their hours of operation. We believe that the location of automated traffic enforcement units should be driven by safety, not artificial limits on numbers or times of day. Second, the District should

not require that signs be posted at every location where automated traffic enforcement units are placed. There are already signs posted across the District warning drivers that automated enforcement is being used. Posting signs around every single automated enforcement unit could limit driver compliance with traffic laws to locations where they see signs, and drivers could feel free to violate traffic laws wherever signs are not posted.

We also take issue with the report's reliance on the 85th percentile concept to conclude that particular locations are inherently safe and thus do not warrant automated traffic enforcement units. We believe this concept is misplaced in the urban context. The simple fact is that speed kills pedestrians. Therefore, it is important for pedestrian safety to bring all drivers into compliance with speed limits, and where speeds have been set too high they should be reduced to safe limits regardless of the 85th percentile.

In closing, we agree that the District must justify the safety rationale for the placement of automated traffic enforcement units and issue citations fairly, and we believe MPD is doing this already. The PAC recommends that the District dedicate program revenue solely to highway safety improvements to help improve public acceptance of this vital traffic safety program. Pedestrians' lives are on the line every time we cross the street, and this program helps save lives and prevent serious injuries.



District of Columbia Pedestrian Advisory Council

Testimony of

Jessica Tunon

At-Large Representative

District of Columbia Pedestrian Advisory Council

Before the

Committee on the Judiciary & Public Safety

**Hearing on Bill 20-884, the “Bicycle and Motor Vehicle Collision Recovery
Amendment Act of 2014”**

September 29, 2014

Chairman Wells and members of the committee, thank you for the opportunity to testify on behalf of the D.C. Pedestrian Advisory Council (PAC). My name is Jessica Tunon, and I am an At-Large Representative on the PAC. The mission of the PAC is to advise the Mayor, City Council and District agencies on pedestrian safety and accessibility issues, and members of the PAC, who represent every Ward of the District, would like to recommend that the City Council amend the “Bicycle and Motor Vehicle Collision Recovery Amendment of 2014” to include pedestrians.

We would like to take this opportunity to thank Councilmember Grosso for introducing this bill and Councilmembers Cheh and Wells for co-introducing it. We would also like to thank the Washington Area Bicyclist Association for its advocacy for the bill and its willingness to support an amendment that includes pedestrians. As others testifying will point out, the District is one of only five jurisdictions in the country that continues to adhere to contributory negligence. Under existing law, a

pedestrian determined to be even one percent at fault can be denied compensation. Even if a driver is speeding or otherwise operating a vehicle negligently, the pedestrian may not receive damages if the pedestrian steps out of the crosswalk or makes another error that contributes, even slightly, to a crash. This seems unfair, and 46 states agree.

Every year in the District, between 800 and 900 pedestrians are struck by cars, and more than 300 of them sustain serious injuries. As DDOT observed in the DC FY2014 Highway Safety Performance Plan,¹ “Pedestrians and bicyclists are among our most vulnerable roadway users and when involved in a crash with a motor vehicle, they suffer more serious injuries than vehicle occupants.” This is not surprising when we consider that: (1) the average motor vehicle weighs about 20 times more than the average adult human being (4000 pounds² v. 200 pounds³); and (2) even when driven by a responsible driver at the legal speed limit, a moving motor vehicle’s speed may be 5-10 times the speed of a person walking. Simply put, the average pedestrian is no match for the combined weight and speed of a car, and pedestrian errors do not have the same inherent potential for danger and violence as driver errors. It seems only fair to weigh each party’s degree of responsibility and distribute compensation in proportion to the degree of fault.

The Pedestrian Advisory Council therefore requests that the District switch from the contributory negligence standard to the comparative negligence standard for bicyclists and pedestrians.

¹ FY14 Highway Safety Performance Plan, page 52.

² EPA, *Light-Duty Automotive Technology, Carbon Dioxide Emissions, and Fuel Economy Trends: 1975 Through 2013* (December 2013), page 4.

³ CDC FastStats (<http://www.cdc.gov/nchs/fastats/body-measurements.htm>).

Again, thank you for considering this bill and the amendment that will provide pedestrians with a fair shot at receiving compensation in the unfortunate case they are struck by a car.

Testimony of
Robin Murphy
Ward 7 Representative
District of Columbia Pedestrian Advisory Council

Before the
Committee on Transportation and the Environment

Roundtable on the Streetcar System and MoveDC Plan

November 21, 2014

Chairperson Cheh, thank you for giving me the opportunity to testify on behalf of the D.C. Pedestrian Advisory Council (PAC). My name is Robin Murphy and I am the PAC's Ward 7 representative. The mission of the PAC is to advise the Mayor, D.C. Council, and District agencies on pedestrian safety and accessibility issues, and we appreciate the chance to comment on MoveDC's action plan to make at least 20 intersections in the District safer for pedestrians in the next two years.

At our meeting in September, members of the PAC voted to make safer intersection design the PAC's top priority for the year ahead. We feel strongly that careful design can help reduce pedestrian crashes and promote walking in our neighborhoods. We were therefore very pleased when the MoveDC two-year action plan was released in October and called for improving at least 20 intersections, including both signalized and unsignalized locations. We think this is an achievable goal and an important goal.

As the Committee knows, the PAC focused quite a bit of attention last year on sidewalk improvements, and we were very glad when the Council approved additional funding for sidewalk repairs and when DDOT listed filling sidewalk gaps as a major goal of MoveDC. The MoveDC two-year action plan calls for developing a better system for managing sidewalk repairs and for filling sidewalk gaps on 25 blocks. The PAC is hopeful that the development of a sidewalk repair management system in particular will not fall through the cracks, so to speak, during any DDOT reorganization. We will return during oversight hearings in March to offer our assessment of the progress on these issues.

On the topic of intersection design, the PAC has a few requests. We ask that DDOT seek input from the PAC, ANCs, community groups and concerned citizens during the process of selecting and redesigning the 20 dangerous locations. We ask that sufficient funding be available to make meaningful improvements, and we ask that strong project management be put in place to ensure that the goal is realized within two years.

As DDOT embarks on improving the 20 or more intersections, a first step is choosing criteria to select the locations. DDOT could choose intersections with a high number of pedestrian crashes. It could also choose locations that are obviously substandard and can easily be improved. Everyone in this room can likely name an intersection that scares, repels or endangers pedestrians, so finding enough places worthy of improvement will not be a problem. DDOT could easily identify 24 needy intersections, perhaps improving three intersections in each of the District's eight wards.

Once the intersections are selected, the PAC hopes DDOT will consider the many countermeasures promoted by the Federal Highway. Timing signals to allow all pedestrians sufficient time to cross streets, increasing visibility with added signage or striping, building curb extensions and refuge islands, narrowing lanes, and limiting turning are endorsed by highway safety experts, well known to DDOT's engineers, and lauded by the D.C. Pedestrian Advisory Council. Remember that making safer intersections is not always expensive; while new curbs may be needed in some places, in others changing signal timing and adding paint and signage may be enough.

During its regular monthly meeting on Monday, the PAC will be talking with Sam Zimbabwe about this very item of the MoveDC action plan. We invite members of the public to join us at 6 p.m. at 441 4th Street NW, Room 1117, to discuss making intersections safer for pedestrians. (More information about the PAC and Monday's agenda is available at www.walkdcwalk.org.)

The PAC looks forward to working with DDOT on this MoveDC initiative to make meaningful safety improvements for pedestrians on at least 20 intersections over the next two years. Intersection design is a PAC priority, and we will return to the Committee on Transportation and the Environment to report back on progress.