

District of Columbia Pedestrian Advisory Council

Responses to Performance Oversight Questions from the Committee on Transportation and the Environment

- 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

Representative	Seat	Appointed By	Term Expires	Attendance Record
Meg Maguire	Chairman	Chairman Vincent Gray in 2010	2013	Attends Regularly
Marlene Berlin (Vice Chair)	At-Large	Councilmember David Catania in 2010, 2012 (reappointment)	2015	Attends Regularly
VACANT	At-Large	Previously appointed by Councilmember Michael Brown in 2010	2013	Unrepresented
Jason Broehm (Chair)	At-Large	Councilmember Phil Mendelson in 2010, 2012 (reappointment)	2015	Attends Regularly
George Tobias	At-Large	Councilmember Vincent Orange in 2012	2014	Attends Regularly
Ben Welle	Ward 1	Councilmember Jim Graham in 2012	2015	Attends Regularly
VACANT	Ward 2		2014	Unrepresented
Eileen McCarthy (Secretary)	Ward 3	Councilmember Mary Cheh in 2012	2015	Attends Regularly
Sean Wieland	Ward 4	Councilmember Muriel Bowser in 2010, 2012 (reappointment)	2015	Attends Regularly
Anita Hairston (Treasurer)	Ward 5	Councilmember Harry Thomas, Jr. in 2010	2013	Attends Regularly
VACANT	Ward 6		2014	Unrepresented
Robin Murphy	Ward 7	Councilmember Yvette Alexander in 2012	2013	Attends Regularly
VACANT	Ward 8		2014	Unrepresented
George Branyan	DDOT			Attends Regularly
Chris Shaheen	DC Office of Planning			Attends Regularly
Franklin "Skip" Chrisman	DC Public Schools			Attends Regularly
VACANT	MPD			Attends Rarely
Brent Sisco	DPR			Rejoining After Absence

2 Please provide a list of the Council's meeting dates, times, and locations for FY 2012 and FY 2013 to date.

- Monday, February 25, 2013, 6:00 pm, 441 4th Street NW
- Monday, January 28, 2013, 6:00 pm, 441 4th Street NW
- Monday, December 3, 2012, 6:00 pm, 1707 L Street NW (Smart Growth America office)
- Monday, October 8, 2012, 6:00 pm, 441 4th Street NW
- Monday, September 10, 2012, 6:00 pm, 441 4th Street NW
- Monday, July 9, 2012, 6:00 pm, 441 4th Street NW
- Monday, June 11, 2012, 6:00 pm, 441 4th Street NW
- Monday, May 7, 2012, 6:00 pm, 441 4th Street NW
- Monday, April 9, 2012, 6:00 pm, 441 4th Street NW
- Monday, February 13, 2012, 6:00 pm, 441 4th Street NW
- Monday, January 9, 2012, 6:00 pm, 441 4th Street NW
- Monday, December 12, 2011, 6:00 pm, 441 4th Street NW
- Monday, November 14, 2011, 6:00 pm, 441 4th Street NW

3 Did the Council receive funds in FY 2012? 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 2012, the D.C. Pedestrian Advisory Council (PAC) received funds from the D.C. Council in the amount of \$10,000. The funds will be used to hire a part-time staff person who will be responsible for critical administration activities that support the priorities of the PAC.

4 Please describe the Council's activities in FY 2012.

- Generated Support for Photo Enforcement of Traffic Laws, including:
 - Meetings with Lisa Sutter
 - ANC Resolutions in favor of photo enforcement 1A, 3C, 3E, 3F, and 3G
 - Presentations at ANC Meetings in Ward 1, 3, 5, 6 and 7
- Testified at DDOT Oversight and Budget Hearings
- Created Website
- Held Formal Meeting with MPD on May 7, 2012 to Discuss Traffic Enforcement
- Chair of PAC Testified at May 30, 2012 hearing on the Enforcement of Pedestrian and Bicycle Safety Before the Judiciary Committee
- Collaborated with the Insurance Institute for Highway Safety (IIHS) on a Photo Enforcement Survey, including:
 - Solicited IIHS to perform this survey
 - Worked with them to develop questionnaire

- Participation on Photo Enforcement Taskforce
- Developed a Policy Agenda for 2013 with focus on traffic enforcement and sidewalk maintenance

5 Please describe the Council's three biggest accomplishments in FY 2012.

1. We convinced several ANCs to pass resolutions in support of MPD's plan for enhanced photo enforcement;
2. Our PAC website (www.walkdcwalk.org) went live; and
3. We collaborated with the Insurance Institute for Highway Safety (IIHS), which conducted a survey of more than 800 D.C. drivers and pedestrians to assess their attitudes toward D.C.'s use of photo enforcement of traffic laws. At our most recent meeting, we received a briefing from IIHS on their findings, and they informed us that they expect to release their findings in the next several months.

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

- The number of pedestrian traffic fatalities is down.
- The number of pedestrian traffic crashes is on the increase (HUTRC 2012 Crash Report):
 - 2009: 4,676
 - 2010: 5,060
 - 2011: 5,210
 - Total injuries from all crashes per 100,000 people is rising.
- Many motorists fail to stop for pedestrians in the crosswalk both at signalized and unsignalized crosswalks.
- Motorists and pedestrians do not know the law giving right of way for pedestrians at intersections with no light at unmarked crosswalks and for mid-block crossings when there is no light at one end of the block.
- We have dangerous infrastructure conditions for pedestrians, including:
 - unsignalized marked crosswalks across 4 and 6 lane arterials;
 - bus stops at unsignalized marked crosswalks along arterials;
 - sidewalk gaps along arterials and collectors; and
 - poorly maintained sidewalks causing falls.
- In short, we can do much more to make D.C. safer for pedestrians.

7 Please describe the Council's goals in FY 2013 and the plan/timeline for completion.

The PAC is going through a transition of leadership and membership so we are still formulating our goals for the year ahead. In recent months, we have discussed several broad goals:

1. Continue to focus our attention on promoting effective traffic enforcement – both photo enforcement and officer enforcement – to ensure that pedestrians have a safe walking environment across the city.
2. Focus attention on the construction and maintenance of good pedestrian infrastructure, including sidewalks, crosswalks, and traffic signals.
3. Engage in the Move DC effort to develop a multimodal long range transportation plan for the District that makes D.C. a safer and more enjoyable place to walk.

8 What challenges does the Council face?

The PAC faces challenges similar to most other volunteer organizations. First, our members are volunteers who must balance their volunteer service to the PAC with professional, family and other commitments in their lives. Second, we are now about to begin our fourth year as an advisory council, and we are going through a period of transition. Neha Bhatt, who was our chair for the first three years, recently resigned her seat, and we now have four vacancies among the 13 seats appointed by Council members. Third, we have not been as organized as we would like.

We have a new executive committee that brings new leadership to the PAC. We have been in touch with four Council members asking them to make appointments to fill our current vacancies and help bring us to full strength. We also are in the process of hiring a part-time staff person, who we hope will aid us in becoming more organized so that we can focus on achieving our goals.

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 represents residents by talking with people we know and meet about pedestrian issues and hearing them describe their experiences. We also receive feedback from citizens who attend our monthly meetings and tell their stories about walking in their neighborhoods. We find such input very useful, and we hope to find more ways in the future to solicit this type of input from other pedestrians across all eight wards.

10 Please provide a copy of all official correspondence sent by the Council in FY 2012 and FY 2013 to date.

We are attaching three letters:

- February 16, 2012 letter from former PAC chair Neha Bhatt to ANC 7A regarding enhanced photo enforcement;

- February 25, 2012 letter from PAC member Jason Broehm to ANC 1A regarding enhanced photo enforcement; and
- April 27, 2012 letter from PAC vice chair Marlene Berlin to Chief Lanier regarding a planned meeting on May 7, 2012.

- 11 Please provide an update on the status of the Pedestrian Master Plan.
- What is the status of the implementation of the Pedestrian Master Plan?
 - What changes, if any, have been made to the Pedestrian Master Plan in FY 2012?
 - What changes, if any, do you plan on making to the Pedestrian Master Plan in FY 2013?

The Pedestrian Master Plan is a good document, and the PAC supports increasing the resources available so that the plan can be implemented as quickly as possible. The District Department of Transportation would be in the best position to provide a full report on the implementation progress the agency has made over the last fiscal year.

- 12 Last year, the Council listed a series of goals for FY 2012. Did the Council achieve each of these goals?:

- “Launch a web site; hire a part time admin assistant; and release a DC state of pedestrian safety report.”
- “Conduct a survey of pedestrian safety issues and needs among neighborhood organizations.”
- “Help run a positive campaign for the forthcoming photo enforcement system. There is already some negative press and it’s expected to get worse.”
- “Get each Councilmember and Mayor to release a public statement about why improved pedestrian safety is key for a stronger city.”

During the last year, the PAC has made significant progress toward several goals:

1. We launched the PAC website at <http://www.walkdcwalk.org/>. It contains a wide range of helpful information for DC residents interested in learning more about pedestrian safety, and we hope to continue to build on this progress in the future.
2. We engaged in a positive campaign in support of enhanced photo enforcement. PAC members have partnered with MPD to participate in several ANC meeting to discuss the importance of photo enforcement for pedestrian safety, resulting in several ANC resolutions in support of the program. The PAC also partnered with the Insurance Institute for Highway Safety to launch a poll of DC residents attitudes about photo enforcement. We expect IIHS to release their results in Spring 2013.

3. We posted a position for the part time administrative assistant and are evaluating the applications. We intend to hold interviews soon, and we hope to make a selection soon afterward.
4. We completed the pedestrian safety report, but we have not published it as a report. We are currently working to reconcile our findings with DDOT findings based on more recent years' crash data. We intend to develop a presentation we can use to brief Council members and other D.C. government officials and write a blog post or series of blog posts describing our findings.

In the current fiscal year, we intend to make substantial progress toward conducting a survey of pedestrian safety issues and needs among neighborhood organizations, and working with Council members and the Mayor to release public statements about why improved pedestrian safety is key for a stronger city.

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

D.C. Council:

- Dedicate a portion of revenues from photo enforcement to fund expansion and continued updating of photo enforcement.

DDOT :

- Formulate a plan and budget for closing priority sidewalk gaps;
- Develop a 25-year assessment process and budget for maintaining sidewalks;
- Create a plan and budget for removing or signaling uncontrolled marked crosswalks across arterials and collectors;
- Develop a plan and budget for installing Leading Pedestrian Intervals (LPIs) in commercial hubs and walking routes to school; and
- Establish a more rigorous approach to analysis of crash data, drawing on North Carolina and California as models to emulate.

MPD:

- Develop a formula with the PAC for the deployment of full-time traffic officers and photo enforcement, taking into consideration crash and crime data, walking routes to schools, commercial hubs, schools, transit areas, recreation centers, senior centers and other factors that generate pedestrian traffic and conflict with motorists.

DMV:

- Establish a campaign to educate motorists through license and registration renewals about pedestrian right-of-way in crossing the street at intersections and midblock crossings.



District of Columbia Pedestrian Advisory Council

Neha Bhatt
Chair, DC Pedestrian Advisory Council
5043 Blaine Street NE
Washington, DC 20019
(202) 251-9584, bhatt_neha@yahoo.com

February 16th, 2012

Dear Commissioner Sheila Carson-Carr,

Greetings from the Pedestrian Advisory Council (PAC). I'm a ward 7 resident and at-large appointee to this body. The DC Council created the PAC to improve pedestrian safety in the District and advise the Mayor and City Council on related issues. I'm writing to let you know about a major initiative by the DC MPD to increase safety and ask for your support for this critical effort.

A pedestrian struck by a car going 40mph has an 85% chance being killed. This percentage drops to 45% at 30mph and 5% at 20mph. We must get cars to slow down and adhere to traffic laws if pedestrian safety is to improve, especially for our younger and elderly residents. "Exposure" or the chance of being hit is highest in the outer neighborhoods such as ours here in Ward 7. To change this trend, modern traffic enforcement cameras will be installed later this year in more neighborhoods to enforce DC's traffic safety laws. The cameras will not only dissuade motorists from speeding, running red lights, and ignoring stop signs, but also from failing to yield to pedestrians in crosswalks, blocking crosswalks, and turning illegally.

The PAC has reviewed the program and we are in full and unanimous support of the expanded photo enforcement system. Past performance has shown that violations drop quickly, effectively modifying motorist behavior through our neighborhoods.

We need community leaders to show their support of this initiative. I urge your neighborhood organization to consider passing a resolution in support of this significant pedestrian safety program. This program will do more to enhance pedestrian safety than any other single action, especially for our elderly and younger residents. I hope you will be able to join other community groups in expressing support for pedestrian safety through traffic enforcement.

A similar resolution already passed by ANC 3C is enclosed, as well as, a brochure about photo enforcement. I would be happy to attend your next meeting to discuss the system, answer questions, or provide draft resolution language.

I also invite you to stop by one of our PAC monthly meetings. We meet from 6:00pm – 8:00pm on the second Monday of each month at 441 4th Street NW, Room 1101 (Judiciary Square Metro).


CC: ANC 7A commissioners:

Sheila Carson-Carr
Eboni Thompson
Shahidah Hamlett
Latese Gilbert,
Martha Kent
Evie Washington
Villareal Johnson

Regards,

Neha Bhatt
DC Pedestrian Advisory Council

CM Cheh, CM Michael Brown

	<p>ADVISORY NEIGHBORHOOD COMMISSION 3C GOVERNMENT OF THE DISTRICT OF COLUMBIA CATHEDRAL HEIGHTS • CLEVELAND PARK • MASSACHUSETTS AVE. HEIGHTS MCLEAN GARDENS • WOODLEY PARK</p>
<p><i>Single Member District Commissioners</i> 01-Lee Brian Reba * 02-William Kummings * 03-Anne Marie Bairstow 04-Roger Burns * 05-Leila Afzal * 07- Victor Silveira 08-Catherine May * 09-Nancy MacWood</p>	<p>4025 Brandywine Street, NW Washington, DC 20016-1843 Website http://www.anc3c.org Email all@anc3c.org</p>

ANC 3C Resolution 2011-049

Supporting the Procurement of Enhanced Photo Enforcement Equipment for Traffic Control

WHEREAS Advisory Neighborhood Commission 3C (ANC 3C) has outstanding requests for traffic control devices to be located at several locations in the ANC 3C area in order to reduce accidents and enhance safety for all modes of transportation; and

WHEREAS some of these requests are more than two years old and have not been addressed because there is a limited supply of permanent devices and the existing mobile devices are not appropriate on arterials during rush hour periods when traffic control is particularly needed; and

WHEREAS the Metropolitan Police Department (MPD) identified the compatibility of the new mobile devices for the types of traffic issues experienced in ANC 3C several years ago but the procurement process has been delayed which has resulted in deep frustration among residents who continue to request more effective enforcement that will lead to better compliance with traffic laws; and

WHEREAS the MPD has regularly deployed officers to various intersections to provide periodic enforcement but this type of monitoring is limited and does not result in long-term compliance with traffic laws; and

WHEREAS the D.C. Office of Contracts and Procurement issued a Request for Proposals (RFP) in June 2011 for mobile-enhanced photo enforcement equipment that will address traffic enforcement, including:

- portable cameras capturing intersection violations, including red light running and speeding
- portable cameras capturing stop sign violations
- portable cameras capturing crosswalk violations at un-signalized intersections

Continued

- laser-based speed enforcement equipment to be used where radar is ineffective, such as in tunnels and on hills
- devices to detect overweight commercial vehicles and oversized commercial vehicles, including in “no thru truck” areas; and

WHEREAS these enhanced photo enforcement devices are estimated to cost the District 25% of the original cost of red light cameras and avoid the cost of installation, and will provide urgently needed enforcement at difficult to monitor locations citywide; and

WHEREAS the MPD intends to hire District residents to participate in the processing of the program and maintenance of the equipment, and many of these new jobs will be entry-level jobs; and

WHEREAS the RFP covers procurement over a five-year period so that more devices will become available each year; and

WHEREAS proposals responding to the RFP have been submitted but before a contract can be signed the D.C. Council must approve the expenditure since it involves more than \$1 million:

BE IT RESOLVED that ANC 3C strongly supports the procurement of these mobile devices which will address some long-term safety concerns on Wisconsin Avenue and Connecticut Avenue and on our neighborhood streets and we strongly urge the D.C. Council to approve the necessary contracts;

BE IT FURTHER RESOLVED that the ANC 3C Chair, the Chair of the ANC 3C Transportation Committee, and 3C09 SMD Commissioner are authorized to represent the ANC 3C on this matter.

Attested by



Anne-Marie Bairstow
Chair, on September 19, 2011

This resolution was approved by a roll call vote of 8-0 on September 19, 2011 at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 9 commissioners) was present.

■
A critical safety tool for residential streets, major arteries, highways, and school and work zones...

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Proven technology, used for 30 years in more than 75 countries...

■
A “force multiplier,” adding vital traffic safety resources to a busy police force...

■
A way to enhance public safety – without stretching budgets or taking officers off their beats...

**DC PHOTO
ENFORCEMENT**

■
Surveys show unsafe driving to be a primary concern among DC residents.

With demands on law enforcement high, and budgets tight, DC Photo Enforcement offers an excellent solution for keeping our streets safe.

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on Safety**
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Traffic Safety and
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501 New York Avenue, NW
Washington, DC 20002
(202) 576-9259

For more information and
traffic safety camera locations, visit
mpdc.dc.gov/photoenforcement

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- Slowing Down Drivers
- Improving Enforcement
- Making Streets Safer
- Saving Lives

It Works!

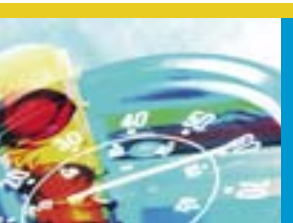


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Every workday, the District of Columbia's population swells to 3 million or more – with almost a million vehicles on the road. We're one of the most congested metropolitan areas in the country. The vast majority of drivers obey our traffic laws. DC Photo Enforcement deters those who don't. The program is fair, cost-efficient, and above all, effective at combating aggressive driving.

Focusing on Speeders and Red Light Runners



Speed is the leading factor in fatal crashes in the District. Every year, drivers who speed and run red lights injure and kill other drivers, as well as

passengers, pedestrians and cyclists. Many drive aggressively because they don't believe they'll get a ticket.

DC Photo Enforcement is changing the odds – and the behavior of aggressive drivers. With traffic safety cameras located throughout the District, DC's "Eye on Safety" is increasing traffic enforcement and reducing speeding and red light running.

The Goal Isn't To Ticket Drivers.

That's why there are dozens of photo enforcement warning signs posted around the city. The idea is to encourage drivers to slow down, stop at red lights and take more care.

Making Enforcement a Snap

The Metropolitan Police Department operates DC's Photo Enforcement Program. Intersection safety cameras catch red light runners. Photo radar cameras, both stationary and in police vehicles, focus on aggressive speeders.

Locations for all photo enforcement cameras are selected by the police based on crash statistics, police officer observations and resident complaints. (Camera locations are listed on the Police Department website, www.mpd.cdc.gov/photoenforcement).



Only vehicles that violate the law are photographed. No photos are taken of the driver or passengers. Cameras snap pictures of the vehicle and its

rear license plate. Photos are reviewed, citations generated and verified by a Metropolitan Police officer, and the ticket is mailed to the registered owner of the vehicle.

Vehicle owners can choose to pay the fine or contest the ticket in writing or at a hearing. No points are assessed for photo-enforced tickets.

Working for the District of Columbia

Research in the District, nationally and internationally, shows that photo enforcement slows speeders down, lessens red light running, and helps to reduce injuries and deaths on our roads. In DC:

- Incidences of Red light running has been cut by two-thirds or more at intersections equipped with safety cameras.
- The rate of aggressive speeding has been reduced sharply as well – from 1 in 3 drivers at the beginning of the program, to just 1 in 40 today.
- Average speeds of all vehicles traveling in DC have been reduced significantly.
- Speeding-related traffic fatalities have fallen.



These improvements are being achieved at no cost to District taxpayers. Fines collected from violators pay for all program expenses.

Bottom line? Photo enforcement is changing driver behavior for the better, and creating safer roadways for all.

***So if You Don't Want a Ticket,
Don't Break the Law!***





District of Columbia Pedestrian Advisory Council

February 25, 2012

Jason Broehm
Member, DC Pedestrian Advisory Council
3542 10th Street NW
Washington, DC 20010
(202) 210-9239
jason.broehm@gmail.com

Commissioner Thomas Boisvert
Chair, Advisory Neighborhood Commission 1A
3516 10th Street NW
Washington, DC 20010

Dear Chairman Boisvert,

I am your neighbor just down the block, and I am a member of the District of Columbia Pedestrian Advisory Council (PAC) on which I have served since 2010 when I was appointed by Councilmember Phil Mendelson. The DC Council established the PAC to improve pedestrian safety in the District and advise the Mayor and D.C. Council on these issues. I'm writing to let you know about an important initiative by the DC Metropolitan Police Department (MPD) aimed at increasing pedestrian and motor vehicle safety. On behalf of the Pedestrian Advisory Council, I would like ask for Advisory Neighborhood Commission 1A's support for this critical safety initiative.

Evidence shows that a pedestrian struck by a car travelling at 40 mph has an 85% chance of being killed. This percentage drops to 45% at 30 mph and only 5% at 20 mph. We must get cars to slow down and adhere to traffic laws in order to protect all pedestrians but especially our most vulnerable pedestrians – children and elderly residents. MPD will be installing additional traffic enforcement cameras later this year in neighborhoods across D.C. to help enforce our traffic safety laws. The cameras will not only dissuade motorists from speeding, running red lights, and ignoring stop signs, but also from failing to yield to pedestrians in crosswalks, blocking crosswalks, and turning illegally.

The PAC has reviewed this program, and we are in full and unanimous support of MPD's plans to expand its photo enforcement system. Past performance has clearly demonstrated that violations drop quickly, effectively modifying drivers' behavior as they travel through our neighborhoods.

We need community leaders like you to show your support for this initiative. **I urge ANC 1A to pass a resolution in support of this important pedestrian safety program, which we believe will do more to enhance pedestrian safety than any other single action.**



District of Columbia Pedestrian Advisory Council


ANC 3C recently passed a resolution in support of MPD's expansion of photo enforcement program, and I am attaching a copy of that resolution along with an MPD brochure about the photo enforcement program. I would be happy to attend your next meeting to discuss MPD's photo enforcement expansion plans, answer questions, or provide assistance in drafting resolution language.

Sincerely,

Jason Broehm
DC Pedestrian Advisory Council

Enclosures: ANC 3C resolution 2011-049
MPD DC Photo Enforcement brochure

Cc: Lisa Kralovic, Commissioner, ANC 1A01
Vickey Wright-Smith, Commissioner, ANC 1A02
Sheldon Scott, Commissioner, ANC 1A03
Betty Pair, Commissioner, ANC 1A04
Laina Aquiline, Commissioner, ANC 1A05
William Brown, Commissioner, ANC 1A06, Treasurer
Kent C. Boese, Commissioner, ANC 1A08, Secretary
Bobby Holmes, Commissioner, ANC 1A09
Lenwood O. Johnson, Commissioner, ANC 1A10
Dotti Love Wade, Commissioner, ANC 1A11, Vice Chair
Councilmember Jim Graham, Ward 1
Councilmember Phil Mendelson, Chair, Committee on the Judiciary
Councilmember Mary Cheh, Chair, Committee on Environment, Public Works and
Transportation
Neha Bhatt, Chair, DC Pedestrian Advisory Council

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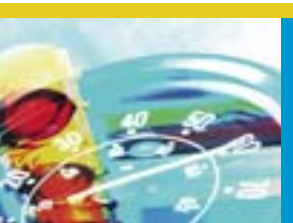


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Only vehicles that violate the law are photographed. No photos are taken of the driver or passengers. Cameras snap pictures of the vehicle and its

rear license plate. Photos are reviewed, citations generated and verified by a Metropolitan Police officer, and the ticket is mailed to the registered owner of the vehicle.

Vehicle owners can choose to pay the fine or contest the ticket in writing or at a hearing. No points are assessed for photo-enforced tickets.

Working for the District of Columbia

Research in the District, nationally and internationally, shows that photo enforcement slows speeders down, lessens red light running, and helps to reduce injuries and deaths on our roads. In DC:

- Incidences of Red light running has been cut by two-thirds or more at intersections equipped with safety cameras.
- The rate of aggressive speeding has been reduced sharply as well – from 1 in 3 drivers at the beginning of the program, to just 1 in 40 today.
- Average speeds of all vehicles traveling in DC have been reduced significantly.
- Speeding-related traffic fatalities have fallen.



These improvements are being achieved at no cost to District taxpayers. Fines collected from violators pay for all program expenses.

Bottom line? Photo enforcement is changing driver behavior for the better, and creating safer roadways for all.

***So if You Don't Want a Ticket,
Don't Break the Law!***



D.C. Pedestrian Advisory Council

Cathy Lanier, Chief of Police
Metropolitan Police Department
300 Indiana Avenue, NW
Washington, DC 20001

April 27, 2012

Dear Chief Lanier:

The Pedestrian Advisory Council (PAC) <http://walkdcwalk.blogspot.com/> views traffic enforcement as crucial to improving pedestrian safety. In the two years the PAC has been in existence, it has had many conversations with police officers at all levels of command, witnessed and presented testimony at hearings on pedestrian and bicycle safety, as well as have experience first hand as pedestrians the dangers of crossing our city's streets. Although traffic fatalities have come down there has been a slow upward trend over the last few years of pedestrian injured in crashes. We applaud the expansion of the photo enforcement program, but view this as just one element of a comprehensive and proactive program of traffic enforcement. Most of our questions, which follow are based on *Traffic Safety in the New Millenium: Strategies for Law Enforcement* produced by the International Association of Chiefs of Police <http://www.nhtsa.gov/people/injury/enforce/trafficsafety.pdf>. We hope to hear your thoughts about traffic enforcement and how the Pedestrian Advisory Council can support your efforts to improve the safety of the walking environment for the residents of DC.

The following are our members:

Vacant		Ward 1 - Jim Graham	
Benton Heimsath	heimsath@gmail.com	Ward 2 - Jack Evans	
Anne-Marie Bairstow	bairstow@pailtonroad.com	Ward 3 - Mary Cheh	
Sean Wieland	smwieland@yahoo.com	Ward 4 - Muriel Bowser	Secretary
Anita Hairston	anita_hairston@yahoo.com	Ward 5 - Harry Thomas Jr.	Treasurer
Diana Bauer	dianajbauer@yahoo.com	Ward 6 - Tommy Wells	
Richard Evans	richard.evans@dc.gov	Ward 7 - Yvette Alexander	
Carolyn Ward	cbward6395@yahoo.com	Ward 8 - Marion Barry	
Meg Maguire*	megmaguireconsultant@msn.com	Chairman - Vince Gray	
Vacant		At-Large -Vincent Orange	
Neha Bhatt	bhatt_neha@yahoo.com	At-Large - Michael Brown	Chair
Marlene Berlin*	berlin.mg@gmail.com	At-Large - David Catania	Vice-Chair
Jason Broehm*	jason.broehm@gmail.com	At-Large - Phil Mendelson	
George Branyan	george.branyan@dc.gov	DDOT	
Chris Shaheen	chris.shaheen@dc.gov	DCOP	
Various Attendees		MPD	
Franklin "Skip" Chrisman	franklin.chrisman@dc.gov	DCPS	
Vacant		DPR	
Regular Citizen Attendees:			
Eileen McCarthy**	Myrna38717@aol.com		
George Tobias**	202-425-3726 142 Wayne Place, SE, #102 20032	pending for Vincent Orange appointment	

*Short Bio's :

- Marlene Berlin is consultant to the DC Senior Advisory Coalition <http://www.iona.org/advocacy/senior-advisory-coalition> on Transportation issues including pedestrian safety. She has recently testified before the Council about traffic enforcement, sidewalks and Metro Access. She also led a pedestrian safety initiative for Iona Senior Services, CAPA, Connecticut Avenue Pedestrian Action, www.capa-dc.org.
- Meg McGuire a community conservation consultant, served as Deputy Director of the Heritage Conservation and Recreation Service at the Interior Department during the Carter Administration, and as President of Scenic America for nine years working on a variety of transportation issues. Her most recent publication is *Going the Distance Together: Context Sensitive Solutions for Better Transportation, A Citizen's Guide* for the Transportation Research Board of the National Academy of Sciences.
- Jason Broehm is leading the council's efforts to publish a report highlighting intersections with the worst pedestrian crash problems based on 2005-2009 crash data. He is also working to build support for MPD's enhanced photo enforcement initiative in Ward 1."

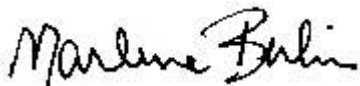
**Eileen McCarthy and George Tobias are included in this meeting because they come to all our meetings and have become valuable and contributing members.

Below are our questions about traffic enforcement:

- What is your vision of traffic enforcement for DC in three years? What factors are you taking into consideration in determining this vision?
- Presently at the District level we observe a reactive approach to traffic safety problems, such as speeding, red light running, and cars not stopping for pedestrians in the crosswalk. Beyond photo enforcement, how would you move the District from a reactive to a proactive approach to traffic enforcement? What kind of planning and proactive policing would you see happening at the District level?
- What kind of training and management support is needed to move to a proactive approach to traffic enforcement at the District level?
- The above mentioned document recommends a traffic unit or sections which have specific responsibilities for traffic enforcement. What are your thoughts about this?
- What do you see as the barriers to making traffic enforcement a higher priority for the police department?
- In your opinion, what are the 3 or 4 greatest public misperceptions about traffic enforcement? How might the City Council and the Pedestrian Advisory Council help you in your work to better educate the public?
- In our conversations with various MPD members we have heard that traffic enforcement is not seen as a priority and is not a path to advancement. What is your perspective on this function of the department relative to other functions?
- What are your plans for improving police investigations of pedestrian crashes?
- What role do you see MPD playing in on-going public education about the traffic rules of the road?

We look forward to seeing you on May 7 and having an informative discussion.

Sincerely,



Marlene Berlin, Vice Chair
D.C. Pedestrian Advisory Council

Cc: Dianne Groomes, Assistant Police Chief